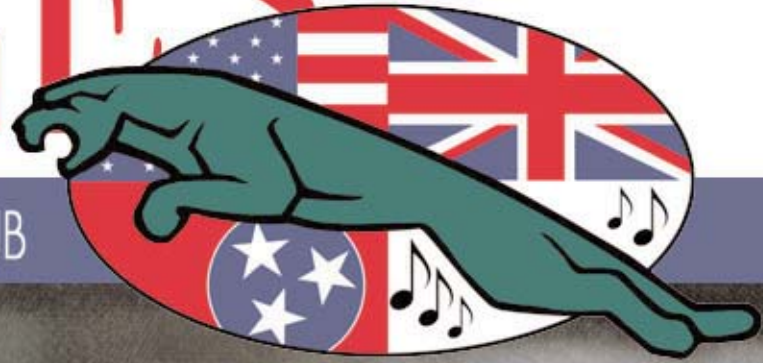


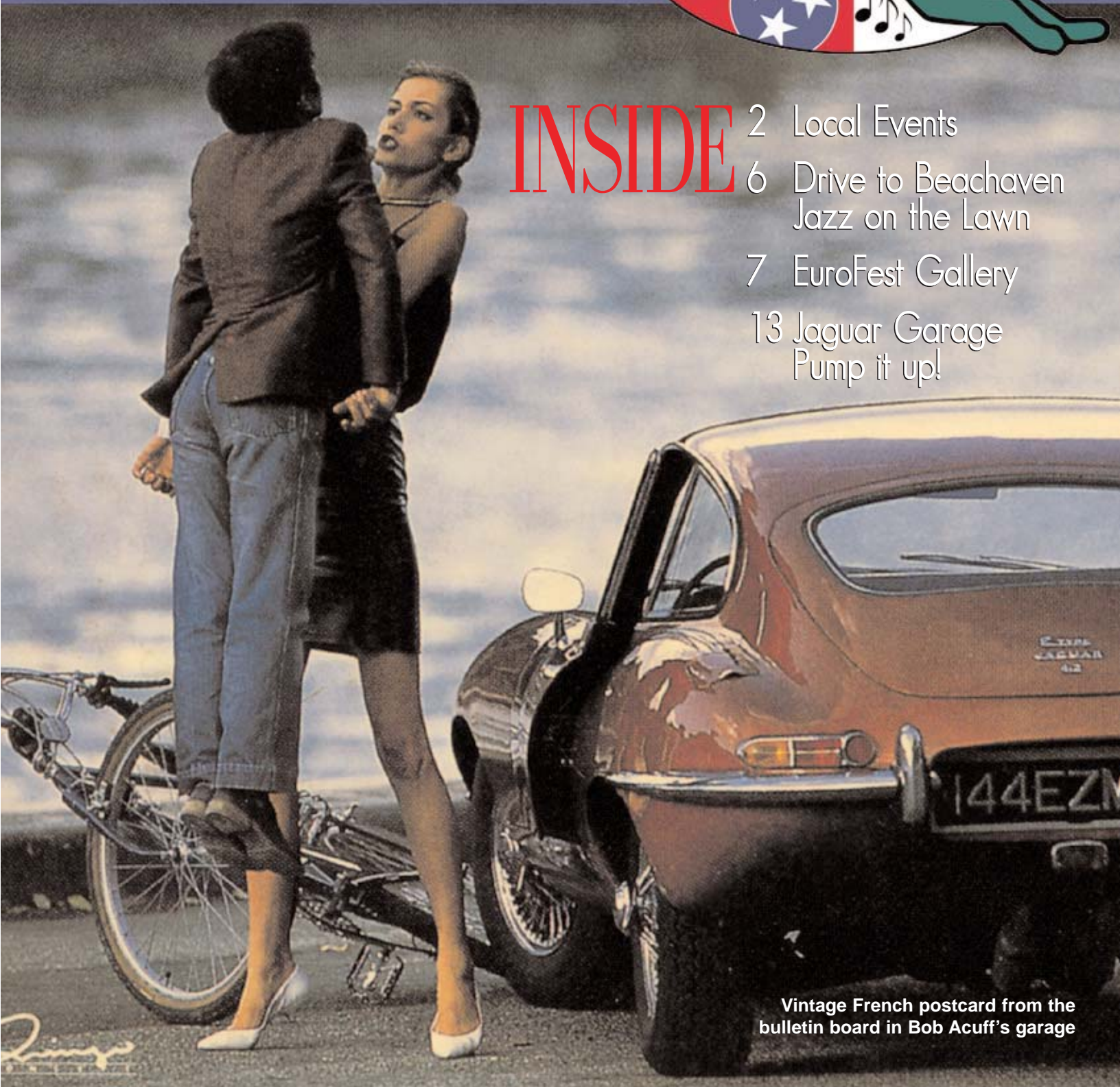
# XK-FILES

July 2005

NEWS FROM THE MUSIC CITY JAGUAR CLUB



- INSIDE**
- 2 Local Events
  - 6 Drive to Beachaven  
Jazz on the Lawn
  - 7 EuroFest Gallery
  - 13 Jaguar Garage  
Pump it up!



Vintage French postcard from the bulletin board in Bob Acuff's garage

# Upcoming Events

LOCAL AND REGIONAL

## Next Club Meeting

**Thursday, August 4**

6 pm • Club Photoshoot for the Calendar!  
Centennial Park, west side of the Parthenon  
After Party • Logan's Roadhouse, 2400 Elliston Place, Nashville  
320-1161



### July 16

UPS-United Way Car Show  
More information on page 6.

### August 6

The Jaguar Club of Ohio  
Concours d'Elegance  
Ursuline College, Cleveland  
Contact Paul Neidert at 330-753-3331

### August 12 - 13

Jaguar Association of Greater St. Louis  
2005 Concours de Elegance at The Historic  
Contact Philip Taxman at 314-727-9179, fax 314-290-4927

### August 13, 2005

Jaguar Club of Greater Cincinnati Concours  
Contact Don Leedy at 513-874-6767.

### September 10

Jaguar Club of Florida Concourse d' Elegance  
Hotel Royal Plaza, Walt Disney World, Orlando  
Contact James W. Kuhlmann at 407-330-9945

### September 21 - 26

JCNA Challenge Championship  
held every two years at Chateau Elan, Atlanta  
For more, go to [www.JCNA.com](http://www.JCNA.com).

### October 8, 2005

All British Car and Motorcycle Show 2005  
Pickering Park in Franklin

OUR EVENT! 

## Music City Club Officers 2005

### President

Winston Huff  
xjhuff@hotmail.com  
615-646-1419

### Vice President/Concours Chair

Bob Gessler  
rgessler@mindspring.com  
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# Music City Minutes

Club Meeting, June 2005

The Music City Jaguar Club met at Amerigo in Cool Springs on June 2nd, and the following were in attendance: Mike Massieu, Winston Huff, David Weil, Jim Smith, J.D. Damon, and Chuck Gavron.

With the Concours coming up in a few months, Chuck advised the group that there would be two judging classes on July 9th and August 13th both to be held at JD's place. Chuck also mentioned that it would be helpful to download Chapters 3, 5 and 6 from JCNA.com to review prior to the classes. He also mentioned that there is a revised score sheet for future shows.



Mike Mowery

Bonnets up! Sweet and shiny E-types at Eurofest '05.

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# Club and other plans Calendar

This is a busy summer for the Music City Jaguar Club. We are continuing our regular meetings on the first Thursday night of every month. Come on along and join the fun, we do not mind it if you want to talk about Jaguar cars.

We have great plans for the Nashville British Car Show on October 8 at Pinkerton Park in Franklin. Look for more in the next newsletter. The Jaguar Club is honored that the Nashville British Car Club choose Jaguar is the featured marque this year. There will be many different classes this year and everyone is invited. Bring your car even if it's not perfect or you are driving a rolling restoration project that is not finished.

Pinkerton Park is located in a great place with the antique shops and tea rooms of Franklin within walking distance. The British Car Club has arrangements with a local hotel for those coming in from out of town.

The big national Jaguar show that only happens every other year is close to us in Georgia. This is the Jaguar Clubs of North America show that was in Franklin a few years ago. We are getting a group from us to go to the show; let us know if you are interested. See the full article in this newsletter.



*George Crook volunteered his lovely home and cars for our first calendar photoshoot in May. Photographer Adam Kirk frames a shot.*

There are plans for a 2006 Music City Jaguar Calendar that features cars from our club. Adam Kirk, a photographer ([akirkfoto.com](http://akirkfoto.com)) who specializes in automotive photography, is taking the photos. And fellow member Cara Schneider will be doing the art work. She has done a great job on the newsletter and the calendar will be even better. We are looking for sponsors for the calendar that will have their company names listed in the calendar. More information will be coming in future email messages.

There are lots of things going on in the club. Check out the rest of the newsletter for more details. If you are not a part of the club, do not wait any longer. Come on and fill out an application and join us.

Winston Huff  
Music City Jaguar Club President

# Bitten.

New Club Cars  
Zap us your car news:  
xkfiles@bellsouth.net.

We'd like to introduce a feature to the newsletter where club members can announce when they've gone and done it again...added another Jaguar to the family! (We have a feeling Winston could be a fairly frequent contributor.) So send us your stories, even if your car's not a recent acquisition. We love to hear 'em and share! The club's own editor and resident XJ6 tech Mike Mowery starts us off with a good tale.

Going against all sound judgment, I have recently acquired yet another Series III XJ6 to help keep me busy and out of trouble. As is usually the case with these cars, this one has its own unique history and story behind it.

It was originally sold from a dealer in Pasadena, and was in Southern California up until 1997. It then somehow managed to find its way to Middle Tennessee, and the person I bought it from is the lead guitarist and songwriter with a pop band that had Top 40 hits in the late sixties and who still performs today. (I am still finding guitar picks under the carpets!)

The main thing the car needs is transmission and a/c work. It was parked about a year ago when it lost all forward drive, and the previous owner wasn't willing to invest in the repairs. I looked at the car several times and made an offer which took the required repairs into account. (Also to replace some of the trim pieces he had already sold on eBay! What was he thinking!!) I've got a temporary replacement transmission lined up to put in the car while the one in the car now is either repaired, rebuilt, or replaced.

It is a very straight, rust free '86 car in Cobalt Blue, and has chrome pepperpot wheels which I've never even seen before.

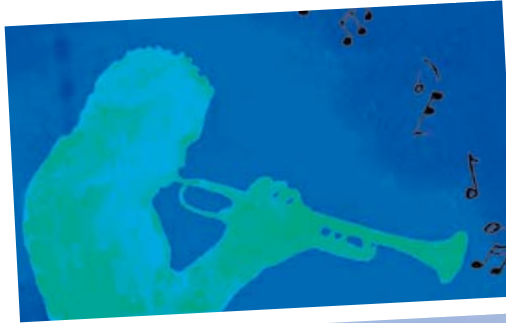
Hopefully I can massage it back to life and get it on the road again soon!

-Mike Mowery



Bellevue Cruise-Ins  
Saturday, August 6, 5pm - 8pm  
Saturday, September 3, 5pm - 8pm

Bellevue Center Mall (I-40, Exit 196 / Highway 70 South) Enjoy the family atmosphere of this free show event with D.J., door prizes, and an average attendance of over 150 vehicles including antiques, classic and late models. No alcoholic beverages. For more, visit [www.bellevuecruisers.com](http://www.bellevuecruisers.com).



# Cool Ride



Brits head to Jazz Show  
at Beachaven 8/13  
and we're invited!

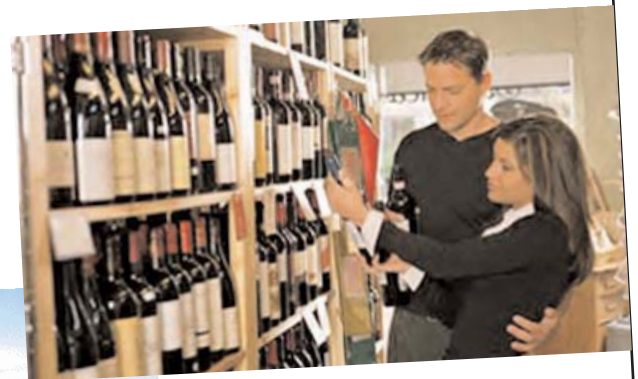
Join the Nashville British Car Club for a drive to Beachaven Winery's Jazz on the Lawn on Saturday, August 13. The performers are Buddy Spicher and the Nashville Swing Band.

Plan to arrive before 5:00pm, as it gets crowded early. Mickey Richaud will arrange for the Nashville group to park in one area and will be there in time to reserve a good spot.

Bring lawn chairs, blankets, food and soft drinks. No outside alcohol is allowed. If you would like to stay overnight, there are several motels nearby. Let me know if you need details.

Jazz on the Lawn is prominent on the homepage of Beachaven's website. For their full concert schedule, check it out at [www.beachavenwinery.com](http://www.beachavenwinery.com)

For more information,  
contact Mickey Richaud at  
[richaudtr3@yahoo.com](mailto:richaudtr3@yahoo.com).



# NASHVILLE *euromfest* 2005



The Sixth Annual Eurofest Nashville took place on May 28 at The Factory in Franklin. It was absolutely glorious weather with mild temps and low humidity. Jaguar was well represented with 5 E-Types, 2 XJS's, and 3 XJ sedans.

At the end of the day, when all the ballots were in, Joe Labarbera's gorgeous red '65 Series I E-Type took first place in



**1st & 2nd Place Jaguars: Joe Labarbera's red '65, and Tom Smith's silver '67**

the Jaguar Class by the narrowest of margins. Tom Smith's recently acquired flawless silver '67 E took second. And Mike Massieu's '69 Series II E-Type taking third.

Best of Show this year went to the remarkable 1932 Lancia Dilambda of Susan Lane. Check out her beautiful car and more pics on the next page.

# EUROFEST

• continued from previous page



**Tom Smith's  
Aston Martin drew  
quite a crowd when  
he first drove into  
Eurofest.**

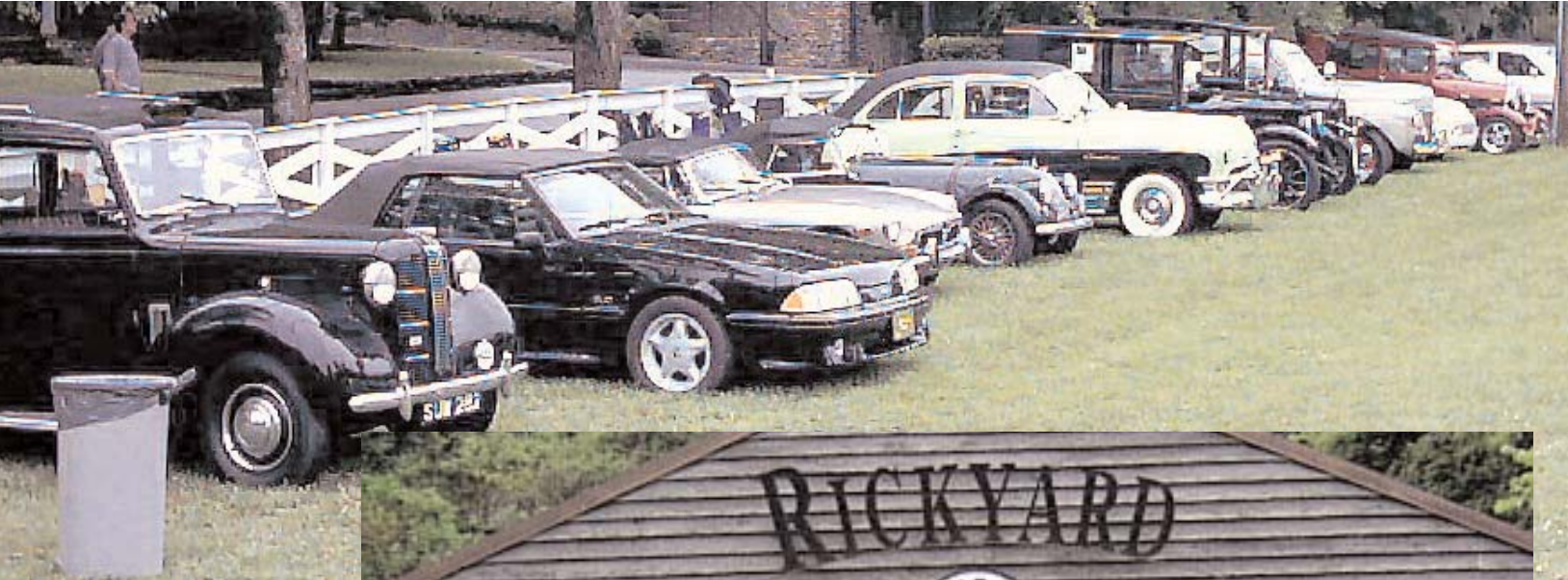


**Eurofest 2005 Best of Show:  
1932 Lancia Dilambda**





POSTCARDS FROM EUROFEST



Where's Winston:  
Can you find the  
MCJC members?

Honk, Rattle and Roll...anyway!

# A "wet" trip to Jack Daniels



## JACK DANIELS TRIP

• continued from previous page

The annual drive to Lynchburg didn't have the best weather this year as Tropical Storm Arlene was passing through during the weekend. But that didn't dampen our spirits! We even managed a birthday surprise for Winston. Many thanks to Mark and Vicki Qualls!!!



This year's Jack Daniels drive held a surprise for Music City Jaguar Club President Winston Huff, pictured here with his wife Beverly.

**Birthday Suited!**  
The Huff's XJ6 is ready for the party.

**Festivities included a one-of-a-kind cake any Jag-lover would dig.**





Mark Qualls' gorgeous Primrose, Series I, at Jack Daniels.

## JACK DANIELS TRIP

• continued from previous page



Not just Jags at Jack Daniels...

# Jaguar Garage

by Mike Mowery  
mmowery@ssr-inc.com

## Series III XJ6 Power Steering Pump Rebuild



In the perpetual quest for a clean garage floor beneath my '83, the next leak on the list to be addressed was a leaking seal on the power steering pump. Whenever I drove the car, there would be three or four drops of fluid directly beneath the pump reservoir the next day. There are some gaps in the service records and documentation I have for the car, but it was my guess that the pump and all its internals were still the originals.

As is the case with several other parts of this model car, the power steering pump is a unit shared by the General Motors cars of that era. Thus the seal is an easily located item at most parts stores for only a few dollars. While it is probably possible to replace the seal without taking the entire pump apart, I chose to go ahead and replace all the seals and shaft bushing that come in the complete pump rebuild kit.

To get started, remove the air cleaner housing to get better access. I also moved the distributor cap out of the way for even more working room. Before loosening the pump pivot bolts, it's a good idea to go ahead and loosen the three pump pulley bolts: the belt tension helps hold the pulley stationary while the bolts are loosened.

Loosen the lower pump bracket pivot bolt, and back off on the upper pump adjuster rod enough to slip the belt off the pump pulley **(Photo 1)**.

Loosen the hose clamp holding the return line to the back of the reservoir. Be ready for some spillage. I was able to hold the hose down over a catch pan and spin the pulley to pump most of the fluid out of the pump and lines. Then disconnect the high pressure hose fitting from the back of the pump.



**(Photo 1)** Lower pump bracket pivot nut lurking beneath the ignition amplifier and the upper pump adjuster rod

## PUMP REBUILD

• continued from previous page

With the hoses disconnected, the two pump body-to-bracket nuts can be removed and the pump taken out of the car. I spent more than a few minutes removing the many, many years of crud before doing anything else. The pulley can now be removed.

As is often the case, Jaguar calls for a special "Service Tool 18G something" for removing the pulley carrier from the pump input shaft. Well, I didn't have one. I did have a gear puller though, and it did just fine **(Photo 2)**. The pulley carrier is an interference fit on the pump shaft.

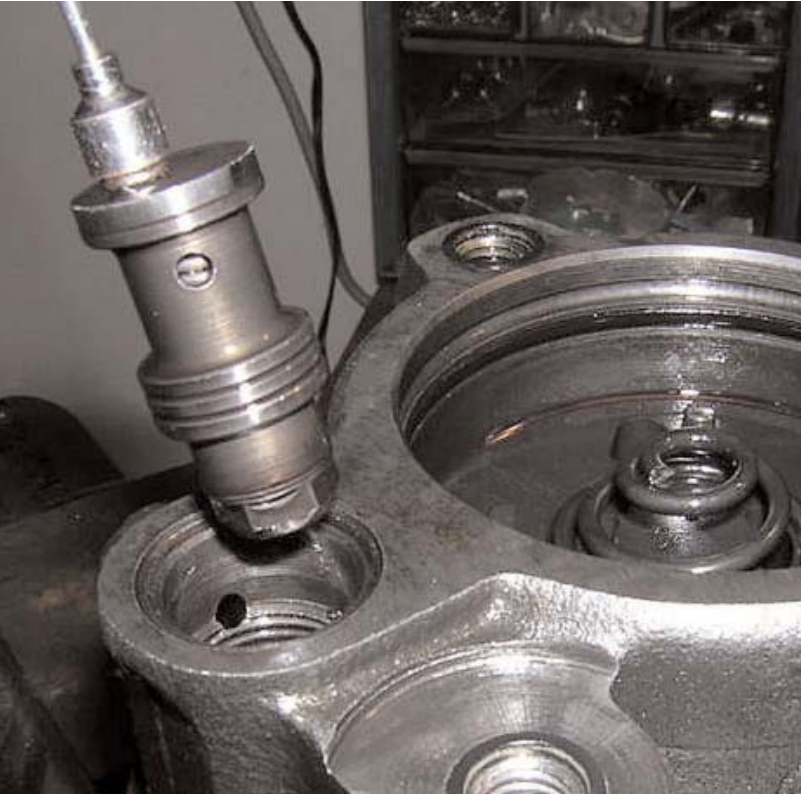
Then the two mounting studs and the high pressure union can be removed from the back of the reservoir. These hold the reservoir to the pump body. Now the reservoir can be tapped off the pump body **(Photo 3)**. Notice the magnet attached to the pump body and the metal peach fuzz it had accumulated.

**(Photo 3)**  
Removing reservoir  
from pump body



**(Photo 2)**  
Gear puller to remove  
the pulley carrier





(Photo 4) Flow control valve



(Photo 5) End plate retainer ring

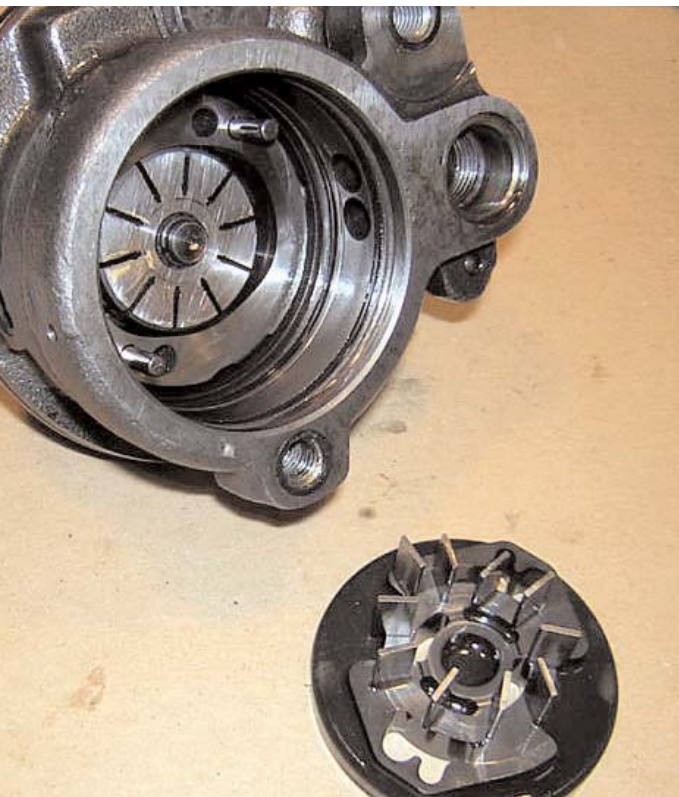
## PUMP REBUILD • continued from previous page

With the pump body mounted in the vice, the flow control valve and spring are withdrawn using a magnet (**Photo 4**), and the retain-er ring can be removed using a punch (**Photo 5**).

Next comes the removal of the end plate, spring, pressure plate, pump ring, and two dowel pins. Then the input shaft can be tapped through the nose of the pump body carrying the rotor,

rotor vanes, and thrust plate with it (**Photos 6 & 7**). The circlip is removed from the end of the pump input shaft and the rotor and thrust plate removed.

(Photos 6 & 7) Pump internals





**(Photo 8) Guilty!**

Now the leaking pump shaft seal can be pried out **(Photo 8)**.

With all the hard parts removed from the pump, the o-rings can be extracted and the pump body and pieces cleaned. The rebuild kit comes with a new bushing for the input shaft. The old bushing is pressed out, and the new bushing carefully pressed in taking care to locate it at the same depth as the original.

All the new o-rings and the pump parts are lubricated with clean ATF during re-assembly.

The new seal is then pressed into the end of the pump nose. Then the input shaft can be inserted squarely through the new seal from the front and down through the bushing **(Photo 9)**.



**(Photo 9) New seal installed**



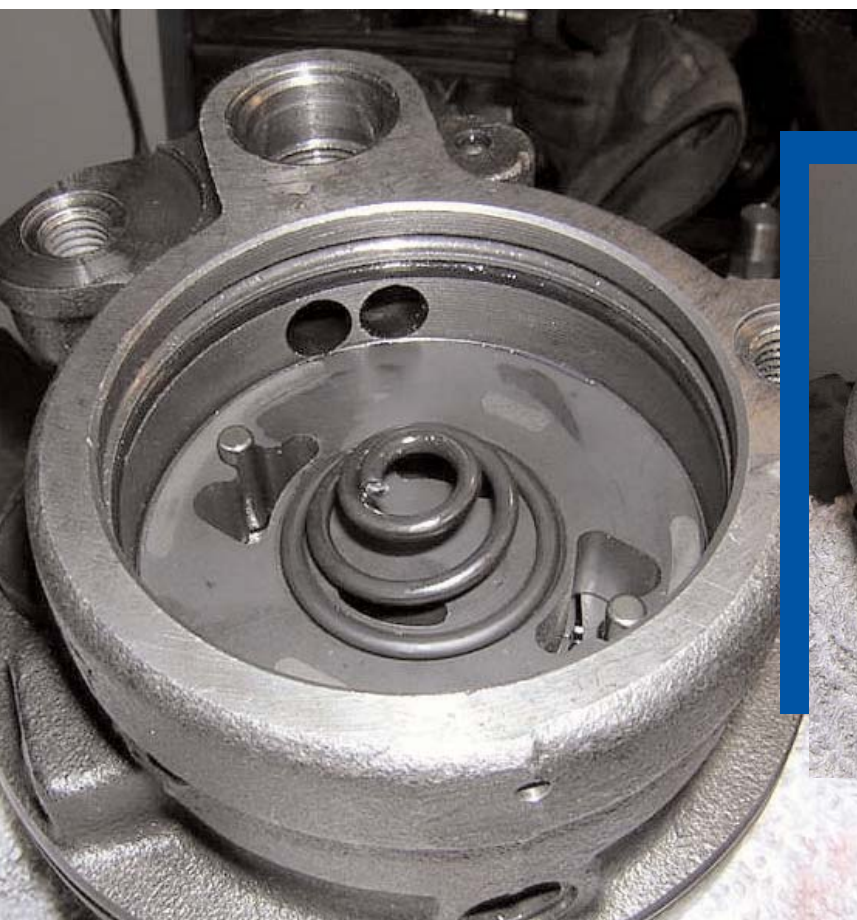


(Photo 10)  
Reassembly

With the pump body back in the vice, the thrust plate, rotor, and circlip are placed back on the input shaft. The first o-ring is now inserted in the lower groove, and the dowel retaining pins inserted. The rotor vanes are also placed back in the rotor **(Photo 10)**. Note: The service manual mentions placing the vanes back in with their “radiused” edges outwards. I couldn’t tell the “radiused” edge from the “non-radiused” edge, so I was careful to just make sure I put them back in the same way they came out!

The pump ring is pushed squarely over the lower o-ring, and the pressure plate, spring, and upper o-ring are inserted **(Photo 11)**. The pump ring has an arrow cast into it to make sure it goes back on the correct way!

Next the end cap is popped onto the upper o-ring and the retaining ring snapped back into place **(Photo 12)**.



(Photo 11)  
More reassembly



(Photo 12) Closing it all up

To press the pulley carrier back onto the pump shaft, a threaded rod can be inserted into the end of the pump shaft and held stationary while the carrier is pulled down using a nut and washers (**Photo 13**). This doubles as the installation portion of “Service Tool 18G something.”. Work the carrier down until the nose of the carrier is flush with the input shaft.

Re-install the spring and flow control valve into the back of the pump body. Using new o-rings on the back of the pump body and perimeter, reattach the reservoir to the pump body.

Now it's just a matter of attaching the pulley to the carrier, bolting the pump to the bracket, reattaching the hoses, and tightening the upper pump bracket adjuster bolt and lower pivot bolt.

Fill the pump, cross fingers, start the car, and check for leaks. Air is removed from the system by turning the steering wheel slowly lock-to-lock a few times. Re-check the fluid level.

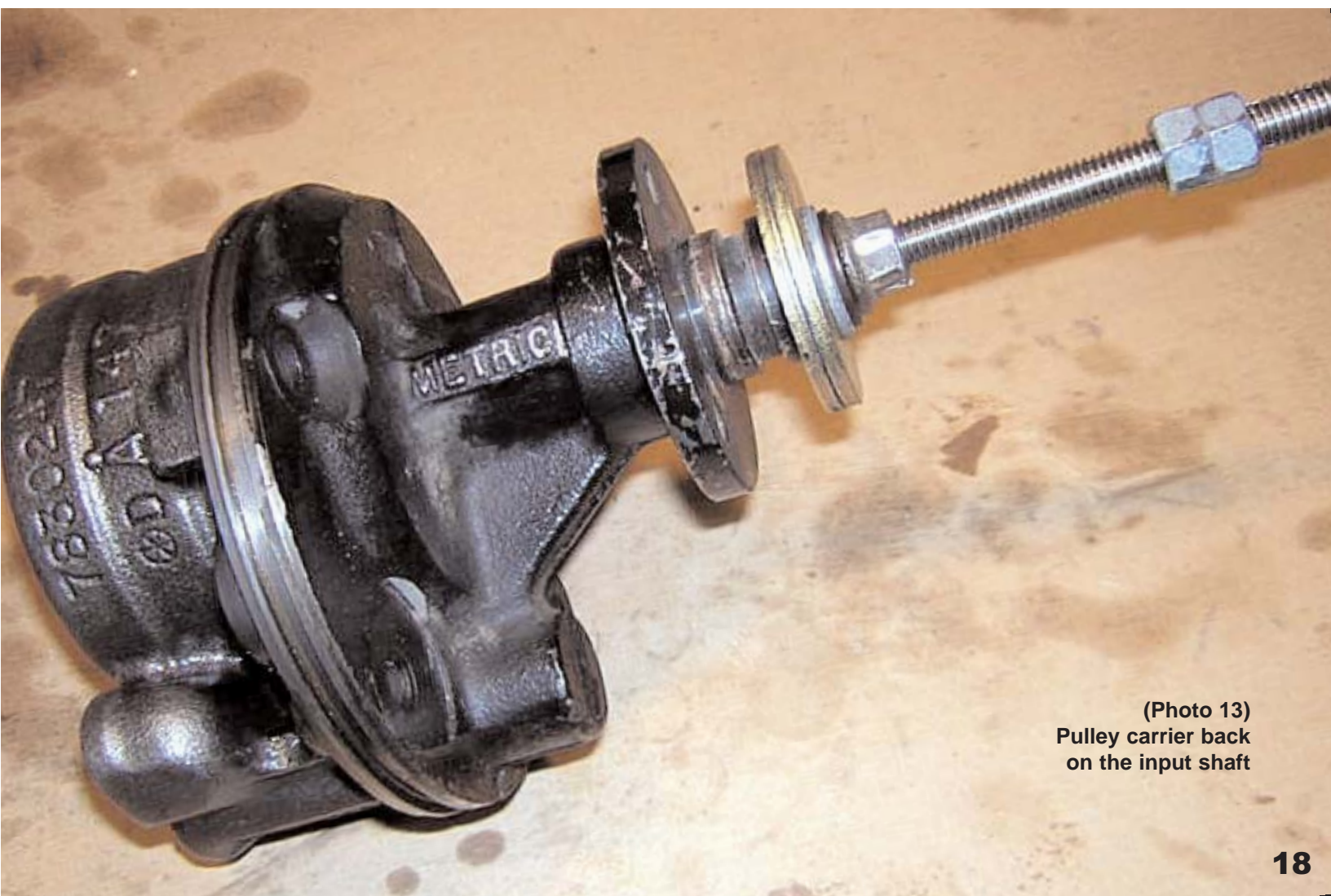
### Final analysis

It's a lot of work for one simple seal!!!

I used a combination of the Jaguar Service Manual and the instructions that came with the rebuild kit. My write up should hopefully proceed in about the same order!

Got a helpful hint about Jag maintenance? Done any upgrades lately? Take a few pictures, jot down a few words about it, and send it to us! My only Jaguar experience is working on my Series II and III XJ6s, so it would be nice to include some topics dealing with the other models.

-Mike Mowery  
(mmowery@ssr-inc.com)



(Photo 13)  
Pulley carrier back  
on the input shaft

# Challenge Championship



**Chateau Elan Winery and Resort, site of North Georgia's Challenge Championship**

Is the 2005 Challenge Championship, at the Chateau Elan Winery and Resort, in Braselton, Georgia, to be "just another JCNA concours?" Not by a long shot! It is a Jaguar enthusiast's dream vacation, organized by JCNA volunteers for one purpose only: your enjoyment!

The Challenge Championship, held only on the odd-numbered years, is so elaborate an event that our volunteers needed that extra year in between, just to rest up! That extra year has given you plenty of time to prepare your Jaguar and arrange your schedule, while we planned your vacation.

Many directors, volunteers, and a local JCNA affiliate are dedicating hundreds of hours making sure that those who attend will be royally entertained, totally immersed in "Gone With The Wind's" Old South, and challenged to demonstrate pride in their personal piece of the Marque, by attending this event with a Jaguar! Additionally, an appreciative group of JCNA's friends will provide physical and financial support, without which this incredible event might not be possible.

Here on the Chateau's 3,500 acres in northern Georgia, you will be presented with resort amenities, opportunities for sightseeing, competition in all three of the JCNA's competition programs, and interaction with

like-minded Jaguar enthusiasts from all over north America. Most of the above can be enjoyed without having to leave the environment of this world-class resort.

The year 2005 marks the anniversaries of two significant Jaguar introductions: Thirty years have passed since the introduction of the XJS, Jaguar's longest running model. With so many produced and now being restored, the XJS should be present in large numbers.

Seventy years have passed since introduction of the SS 90, the first Jaguar sports car sensation. Hopefully the Challenge Championship will attract a few and their first cousins, the SS 100s and SS1 Tourers, to display and compete for awards in class one of JCNA's 24 classes. Magnificent all, Jaguars, old and new, will be on display for four days, touring, showing, rallying, and slaloming for our enjoyment.

Register now, as this venue is so popular in the fall, that there is intense competition for hotel space. You can find all information at [www.jcna.com/jcc](http://www.jcna.com/jcc).

The Challenge Championship is conducted with only one objective: your enjoyment! Don't miss it!

September 21 - 26 • Braselton, Georgia

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**Xk-Files** offers free classified ads to MCJC members selling Jaguar cars or parts. The ads run for three issues unless cancelled. Classified ads for non-members are \$5 for two issues. Classified ads (for Jaguars only) can also be posted nationally at [www.jcna.com](http://www.jcna.com) under Classifieds.

## Commercial Ad Rates

Below are commercial ad rates for businesses. These ads will probably be, but not necessarily, Jaguar related.

No. of Issues	3	6	12
Business card	\$25	\$40	\$75
1/4 page	\$50	\$85	\$150
1/2 page	\$85	\$150	\$250
Full page	\$180	\$250	\$400

## Instructions for Advertisers

Because this newsletter is primarily sent out electronically, it is important to keep the file size as small as possible. To support this effort we prefer images be supplied at 100 dpi rather than the



normal 300 dpi. Images supplied at 300 dpi will be resized to 100 dpi. Any digital images and copy can be sent to Mike Mowery at [xkfiles@bellsouth.net](mailto:xkfiles@bellsouth.net).

If you prefer, you may send hard copy, such as your business card, logo or ad text to:

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c/o Mike Mowery  
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Nashville TN 37204

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Please email the Music City Jaguar Newsletter to this email address.

Jaguar/s Owned (Use an extra sheet if necessary.)

Year	Model	Body Style	Color	Miscellaneous

Please mail a copy with your check for \$45.00 (payable to Music City Jaguar Club) to the club at the address below. Your application will be processed and forwarded to JCNA. Please allow 4 to 6 weeks to receive your first issue of the *Jaguar Journal*.

Music City Jaguar Club  
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Should you have any question regarding the status of your membership, please contact the Music City Jaguar Club at [brit4ever@comcast.net](mailto:brit4ever@comcast.net).

Signature \_\_\_\_\_

