
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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September 2021

CMoE and DVJC Concours Revived



The pandemic set back the Cars and Motorcycles of England (CMoE) and DVJC Concours d'Elegance for over a year but on August 7, 2021, the events returned to Historic Hope Lodge for a very successful rebirth. The weather cooperated and allowed a large number of spectators to view DVJC member Jaguars as well as a wide variety of British Cars and Motorcycles. Thanks to the Delaware Valley Triumph Club and Historic Hope Lodge for joining with us to make this one to remember. Congratulations to Concours chairperson Jim Sjoreen for organizing an outstanding event. See his article on page 17.



You Can Always Renew Your Membership!

You can always renew your membership in DVJC. Payment can be paid by credit card, debit card, or PayPal by using the DVJC Web site at <https://delvaljaguarclub.com/>. Members are encouraged to use the Web site for membership renewal. DVJC members using the Web site for the first time should click on the BECOME A MEMBER tab. Detailed instructions about signing up for Web site access is shown here. DVJC members with current access should log in to the site as normal. On the Welcome screen scroll down to "Renew Subscription." Alternately you can click on the MEMBERS tab, select "My Membership Profile", and scroll down to "Renew Subscription." Detailed instructions will then be displayed. Members who opt for paying by check can submit payment directly to Jim Sjoreen or use the membership form [by clicking here](#) or referring to pages 38 & 39 to update information.

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DVJC OFFICERS INFORMATION

President	Bill Beible	610-223-1051	President@delvaljaguarclub.com
Vice President	Paul Trout	610-286-5701	VicePresident@delvaljaguarclub.com
Treasurer	James Sjoreen	610 989-3860	Treasurer@delvaljaguarclub.com
Secretary	Gregory Morrison	302-234-2712	Secretary@delvaljaguarclub.com
Directors	Tom Shaner	215-628-0734	Directors@delvaljaguarclub.com
	Mike Wolf	610-964-1104	Directors@delvaljaguarclub.com
	Rich Rosen	609-923-7655	Directors@delvaljaguarclub.com
	Brian Craig	215-483-5861	Directors@delvaljaguarclub.com
	Tony Tinari	215-850-1500	Directors@delvaljaguarclub.com
Director of Membership			Membership@delvaljaguarclub.com
Web Master	Brian Craig	215-483-5861	bhc166@aol.com
Speaking of Things Jaguar	Paul Trout	610-286-5701	pgtgt@aol.com
Editor	Brian Craig	215-483-5861	bhc166@aol.com
Advertising	Bill Beible	610-223-1051	bill.beible@gmail.com
Awards	Paul Merluzzi	610-696-3221	pawlym@aol.com
Concours Chair	James Sjoreen	610 989-3860	Concours@delvaljaguarclub.com
Chief Judge	Alan Brown	609-658-9467	ChiefJudge@delvaljaguarclub.com
Photographer	Brian Craig	215-483-5861	bhc166@aol.com
Club Merchandise	Noe LaFramboise	609-771-1230	jagnoe@att.net

Upcoming DVJC Events

September 18, 2021

**Saturday Lunch at Springhouse Tavern
1032 N. Bethlehem Pike, Ambler, PA**

Contact: [Click Here](#) for more information.

**Rescheduled to
September 28, 2021 to
September 30, 2021**

**Jaguars at the Jersey Shore (see page 7)
Cape May and South New Jersey**

Contact: [Click here](#) or Bill Beible at bill.beible@gmail.com

October 16, 2021

**America's British Reliability Run
Upper Bucks County, PA
Spaces still available.**

Contact: [Click Here](#) for more information.

**October 20, 2021 to
October 24, 2021**

**International Jaguar Festival (see page 41)
Marriott Sanibel Harbour Resort & Spa
17260 Harbour Pointe Drive, Fort Myers, FL 33908**

Contact: [Click here](#)

November 20, 2021

**Monthly Lunch Social at Springhouse Tavern
1032 N. Bethlehem Pike, Ambler, PA**

Contact: [Click Here](#) for more information.

December 4, 2021

**Christmas Open House
More Information Forthcoming**

Contact: [Click Here](#) for more information.

December 18, 2021

**Christmas Lunch Social at Springhouse Tavern
1032 N. Bethlehem Pike, Ambler, PA**

Contact: [Click Here](#) for more information.

Your Monthly Bill *September 2021*



Jay Greene and I returned home last Sunday following participation in the repeatedly postponed JCNA Annual General Meeting (AGM) hosted by the Jaguar Society of South Carolina. Due to Covid, the last “in person” meeting prior to this was at Jaguar Land Rover’s North American headquarters in Mahwah, NJ in March 2019. It was a privilege to represent DVJC at this meeting and have the opportunity to gather new information and ideas in the business meetings and during the events and social times throughout the weekend.



Events kicked off with a wonderful open house at the nearby [Coventry Foundation](#). The volunteer team has done a magnificent job establishing and building this organization to not only preserve Jaguar heritage but also to support owners and restorers and provide for the continuation of interest in restoration of classic vehicles. To that end and through the generous donations of many people, the foundation has provided scholarship support to students in that field and has now fully endowed an annual scholarship for that purpose. Tax deductible contributions to the foundation are critical to continuing educational support and achievement of their mission.

During the open house, we were shown the extensive collection of technical manuals, service bulletins, product catalogues, posters and other marketing materials along with a large-scale model collection and many other items too numerous to list here. Another impressive sight is the inventory of tools that have been donated and are available on loan to any JCNA member for only the cost shipping.



David Yarborough, winner of the 1979 Cannonball Run, entertained us after dinner sharing the real story of the “underground” coast to coast race that was portrayed in the movie starring Burt Reynolds. David and another driver averaged 87.5 mph driving 2864 miles from Darien, CT to Los Angeles, CA in 32 hours and 51 minutes. They won by eight minutes! While there was artistic license taken, the movie included many of the events that took place. Shortly after this photo was taken, Jay helped load the **VERY HEAVY** trophy into David’s car and hitched a ride back the hotel with him and his wife.



AGM participants were welcomed to the conference area by two stunning cars, JCNA president John and Bunni Boswell’s 1938 SSJaguar 3.5L DHC and a replica of the Group 44 Series III E Type V12 owned by Mike and Deb Korneli, also of Wisconsin Jaguars, Ltd. The original car was driven to many victories by Bob Tullius. The Boswells and Kornelis trailed

Your Monthly Bill *September 2021 (continued)*

their cars from Wisconsin to South Carolina.

Saturday's AGM agenda was packed. Besides administrative necessities, the majority of the meeting time was dedicated to discussion of JCNA financial status, insurance and Concours rule changes proposed for 2022 implementation. Characterizing discussions as "spirited" is a slight understatement. All except one proposed Concours rule change was approved. The rejected rule would have required judges taking the test every year to remain certified instead of the current three-year requirement. Several JCNA by-law amendments enabling online meetings were approved overwhelmingly as was a by-law amendment moving the effective date of competition rule changes from immediately after the AGM (mid-season) to January 1 of the year following approval. I had the "pleasure" of presenting the JCNA Financial Action Team report that included a five-year outlook and recommendation that annual dues to JCNA be increased by \$10 to \$40. Following considerable discussion, the AGM delegates supported the change by a large majority. I followed that presentation immediately with an explanation of the comprehensive group insurance benefits that JCNA provides to local clubs including their members, officers and directors.

[Mike Dale](#), former RAF fighter pilot and race car driver and retired president of Jaguar North America, was an entertaining dinner speaker. After a few opening remarks, he fielded questions from the audience. When asked if Ford's ownership of Jaguar was "good or bad," without any hesitation he said it was the "best thing that ever happened to the company and probably saved it from extinction."

Our club members enjoyed two great events in August. Despite the 26 month gap between the 2019 Concours and the 2021 edition, it was clear that neither DVT, Friends of Hope Lodge

nor DVJC had lost its mojo putting together a great show. Please be sure to read Jim Sjoreen's article about CMOE. I want to echo his thanks to the volunteers from all three organizations whose hard work and unselfish dedication made it happen. Special thanks go to Jim, Concours chairman, and Alan Brown, our chief judge, who were working on this beginning prior to Christmas 2020.

Carol and Ed Petrow welcomed us to their home two weeks later for a very enjoyable picnic. The combination of their cars and motorcycles and all of our cars made for quite a car show in it's own right – CMOE – Watch Out! Many thanks to the Petrows for hosting this wonderful Gathereing of Friends.

Check our Events Calendar and make plans now to enjoy [lunch with DVJC friends at the Spring House Tavern](#) on Saturday September 18 and, if you haven't done so yet, sign up for [Jaguars at the Jersey Shore](#) September 28 – 30.

The Jaguar Touring Club (New Jersey) is hosting a [British Car Festival at the Tinicum Park Polo Grounds](#) on Saturday September 25. Richard Clarkson, president of the Empire Division Jaguar Club (NYC) has been to the event in prior years and gushed about how much fun it is. Along with the polo match, people parade their cars around the polo field, display their cars and put forth their best "picnic style." The convenient location is midway between Easton and Doylestown on the Delaware River. Give it a try!

I hope you have enjoyed your summer as much as Nancy and I have. Let's keep it rolling and have a fun fall together.

Bill

Jaguars at the Jersey Shore



Join with your DVJC Friends for a relaxing three days “Down the Shore.” For those of us who grew up or have lived around Philly for a long time, you surely recognize the words of the song [“On the Way to Cape May”](#) that are depicted on the post cards. We will trace that route with a fun drive from Lucy the Elephant in Margate City to our hotel in Cape May.

Tuesday September 28

- 10:00 AM - Meet – [Lucy the Elephant](#), Margate, NJ.
- 10:30 -Begin scenic drive to Giacobettis’ home in Avalon for BBQ picnic.
- Casual drive to Montreal Beach Resort in Cape May.
- Balance of day and evening– “on your own.”

Wednesday 9/29

- 10:30 - Vineyard tour and wine tasting followed by lunch at [Jessie Creek Winery](#).
- Afternoon “on your own.”
- 6:00 - Group dinner on the dock – [Crab House at Two Mile Landing, Wildwood Crest](#).

Thursday 9/30

9:00 - Breakfast – [McGlade’s on the Pier](#) (Directly on the beach).

[Event registration is now available on the DVJC website and must be completed by September 18.](#) Register whether you are staying at the hotel or somewhere else in the area.

If you can not spend the entire three days, you may select events on an “A la Carte” basis.

Hotel reservations can be made at the [Montreal Beach Resort on their website](#) or by phone – 609-884-7011. Phone reservations can be made between 9 AM and 4 PM Monday to Friday.

Questions? Call or [email](#) Bill Beible 610-223-1051



Membership Musings

September 2021

By: Tony Tinari

From the standpoint of attracting new Jaguar enthusiasts and retaining current DVJC members, our schedule of events is paramount. So far, 2021 does not disappoint in that regard! While our membership census has seen a steady increase throughout the year to the current total of 157 members and 116 co-members, we have enjoyed a bit of a “Post-Concours Bump” with 5 new members joining since then. Proof of principle!

The return of a JCNA sanctioned Concours d’Elegance on August 7 was certainly a highlight of the 2021 club calendar. Huge thanks are in order to Concours Chairman Jim Sjoreen, Chief Judge Alan Brown, and their league of volunteers who attended to the myriad of details. Our partners at Delaware Valley Triumph Club and historic Hope Lodge deserve great credit as well for a successful and well run event.

Elsewhere in this issue of the *Jaguar’s Purr* you’ll find an article from Joe Palmer, one of our new members who joined us *on the day of our Concours*. Joe is restoring a 1976 XJ6L which had once belonged to Arlen Specter, the late U.S. Senator from Pennsylvania. Our fearless editor, Brian Craig, had noted this fact in Joe’s biographical sign-up information and suggested he write that story. Joe did so and did it by the Monday following the Concours! More proof of principle! This installment is the first in a series of what we hope will be an ongoing chronicle of his restoration.

In addition to our own Concours, August brought a number of other local and regional shows, including the New Hope Automobile Show, about which I’ve written separately in this issue. I’m looking forward to the rest of the 2021 “car show season” and particularly to our DVJC “Jaguars at the Jersey Shore” event at the end of this month. I hope to see many of you on that outing, as in my humble opinion it’s the perfect time of year at the shore-notwithstanding that Lucy the Elephant is currently undergoing renovations. The popular consensus seems to be

that 2021 has seen increased interest and attendance at car enthusiast events of all sorts, because of pent-up pandemic demand for a return to normalcy.

So much for the business of membership, now for the “musings” part of this monthly exercise, if you will please indulge me. I’ve had a number of comments (mostly favorable!) on last month’s photographic “world tour” of Jaguars, therefore I thought I would continue on that theme with an Instagram update on our own account, and some international postings which captivated me. As of this writing, the DVJC account (*delaware_valley_jaguar_club*) has 124 followers; I am looking forward to the next milestone, when the number of followers exceeds the number of our actual members. For those of you who have still not signed on to our Instagram feed, I present here a few of the more interesting Jaguar related posts from the month of August 2021.

The First and Last-Here are two interesting items from the UK, where it all began. In celebration of the 25th anniversary of introduction of the XK8, the Jaguar Daimler Heritage Trust is posting 25 daily “XK8 Facts”, starting with the photo below of the first XK8 coming off the production line. As if to bookend that event, here is another posting of the last Series 3 E-Type ever produced.



Membership Musings (continued)



Like by jaguardaimheritage.trust and 1,967 others
 jaguar_classic_collector The last E-Type unit produced.
 Property of @jaguardaimheritage.trust

The Last E-Type

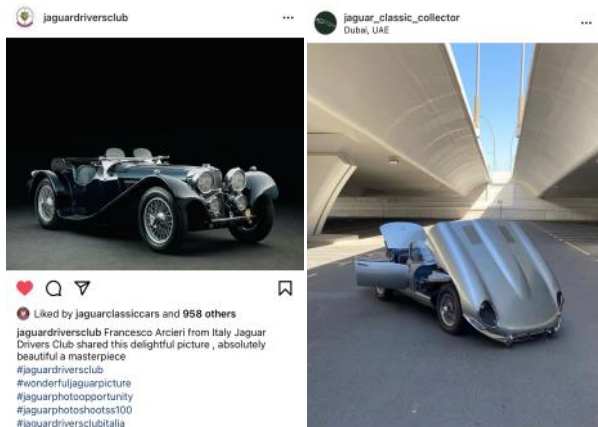


55 likes

kogan.mark Jaguar day. #jaguar #jaguarxkr #jaguarxkrs
 #jaguarxkrsupercharged #jaguarxk8... more

Mark's XKR

From Italy and the UAE—Two exquisite examples of vintage models, an SS 100 from Italy, and a Series 1 E-Type in Dubai, made an appearance this month.



SS 100, Living in Italy

Series 1 E-Type, somewhere in Dubai



Like by jaguarmajesty and 67 others

kogan.mark Jaguar Day part two at Ambler, Pa Classic Car Show #delaware_valley_jaguar_club #jaguaretype... more

Kevin Fitzgerald's Series 2 E-Type

The Local Angle—Meanwhile, back at home, our own Mark Kogan is an accomplished photographer and prolific Instagram contributor. Here are a few of his posts from the recent classic car show in Ambler, PA.

Hope these posts will convince a few more of you to join the Instagram festivities. Happy motoring!

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Speaking of Things Jaguar - September 2021

By Paul Trout

To Hyphen or Not to Hyphen

One of my favorite Oscar Wilde quotes, which he apparently said numerous times in numerous ways, goes something like this: *“I spent all morning putting in a comma and all afternoon taking it out.”* He was a hard-working poet. What does Oscar Wilde have to do with Jaguars? Aside from both being apparently indecisive regarding certain bits of punctuation; very little.



In 1975 after seven years of model designations beginning with the letters XJ and being comfortably followed **directly** by a number or letter (think XJ6, XJ12, XJC XJ12C), Jaguar introduced a new sporty model and decided to throw a hyphen in the middle of its name.



Then, sixteen years later, they took it out. Without fanfare it just disappeared. Probably fell victim to Ford

cost cutting measures. Those costly hyphens do add up.



Of course Jaguar was really no stranger to the hyphen, having used it many times before, but always to separate a single letter designation from the word “Type”. That hyphen made perfect sense. Otherwise we would have had the CType, DType and the EType and that would have been a huge problem for spell-check. Wise of Jaguar to anticipate that.

In the midst of all the numerous anniversary celebrations this year, 60 years for the E-Type, 50 years V12 engine, 25 years for the XK8 and 20 years for the X-Type, I seem to have overlooked the 45th anniversary of the XJ-S. Well actually it was last year and I’m sure I missed it because I was distracted by the here again; gone again hyphen. I mean with what other Jaguar model can you park two cars, seemingly identical, yet separated by twenty years, side by side and one will be hyphenated and the other won’t.



Speaking of Things Jaguar - September 2021



For that matter, what other make car can you park two examples of side by side with a twenty year age difference and have them look almost identical? Volkswagen beetle, Morgan perhaps, but certainly not another Jaguar model. One might say the XJ-S/XJS essentially filled the twenty-one year gap between the E-Type and the XK8, or the hyphen in 1975-1996, but I don't think that would be quite fair to the XJ-S/XJS. Yes, it is different from all other Jaguars and if you lined up all of the Jaguar sports models the XJ-S would probably look a bit out of place between the E-Type and the XK8.

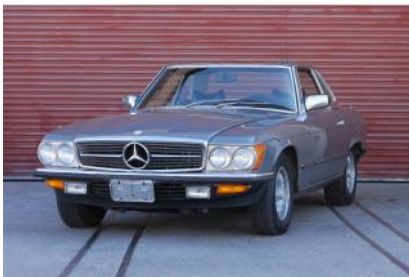


While the E-Type may also appear to be a bit of an evolutionary reach beyond the XK150, when you slide in the C-Type, D-Type and the E2A, you can see the evolution and how the DNA was passed on. With the E-Type and the XJ-S/XJS, not so much. A side by side exterior comparison might cause one to wonder about mom and the milkman or some genetic mutation. Genetic mutation is actually not far off. Let's remember that genetic mutation is what powers evolution and evolution creates new and improved species; including cats. The new improved versions are generally better adapted to changing environments and therefore become more successful than their predecessors. Thank you Charles Darwin for helping us grasp that. So, even though the XJ-S/XJS might look a bit out of place in the Jaguar sports and GT car line of evolution, it was an improvement in the breed and therefore better adapted to a changing environment than its predecessors.

The automotive world of the seventies was turbulent and saw significant changes in the market, the regulatory requirements and the Jaguar company itself. As we moved through the seventies it became increasingly apparent that the age of the traditional British sports car was rapidly coming to its end. Adaptations to changing safety and emission requirements, particularly in the US market, slowed the inevitable extinction, but couldn't stop it. As early as the late sixties, Jaguar saw it coming as they began planning a replacement for the E-Type. As early as 1966 a direct replacement for the E-Type was in the works with a project designation of XJ21. Malcolm Sayer the aerodynamicist who had designed the iconic E-Type was in charge of the project. Unfortunately, there was political turmoil within Jaguar, now part of British Leyland, with William Lyons no longer holding total and unchallenged control, the idea of a next generation E-Type was abandoned. Lofty England, former Jaguar chairman, had this to say, after his retirement, about the demise of the E-Type: *"As to the final decision to drop the E-Type, you can blame that on me. I loved E-Types – beautiful – but they had these deficiencies. People don't realize how operating conditions have changed since 1961. Traffic is now so appalling, and you spend half your time sitting in a traffic jam. If you're*

Speaking of Things Jaguar - September 2021

sitting in traffic, you need some room to move and you need a proper, decent air conditioning system. The E-Type hadn't got it." With the decision to essentially end the long tradition of Jaguar sports cars cast, how would Jaguar continue their sporting heritage? Almost concurrent with the XJ21 project were the XJ27 and XJ28 projects. Never intended to be replacements for the E-Type, these were to be up-scale luxury Grand Touring cars. Perhaps it is the hyphen in up-scale that found its way between the J and the S. The plans included both a convertible (XJ28) and coupe (XJ27) with either V8 or V12 power. The V8 was to be derived from the V12 that was already under development. Cost controls and a rapidly changing regulatory environment in North America came into play as both the V8 and the XJ28 convertible were scrapped. The National Transportation and Safety Act (NTSA) that became law in the USA in 1966 required automobile manufacturers to institute certain safety standards to protect the public from unreasonable risk of injuries in accidents as a result of the design and construction of automobiles. That act unleashed a flurry of regulatory standards that had massive impact on the automobile industry. While the NTSA never actually killed the convertible, it came quite close. The structural requirements to meet the front, rear and rollover crash standards were such that making convertibles became impractical and costly causing us to endure the era of the T-Top. While most car enthusiasts weren't fans of the NTSA at the time, history has shown that it was extremely beneficial over time, saving lives and creating a movement toward greater corporate responsibility for the safety of their products. There were rumors that a ban on convertibles in the US was forthcoming. Those rumors were enough for Jaguar to scrap the XJ28 convertible. Sayer was left with the XJ27 which he told Lyons would be *"...a low, wide, high-speed car, at least as eye-catching as the Italians will produce."* Lyons, it seems, was enthralled with a car from another country on the continent; Germany. The Mercedes-Benz (another hyphen, perhaps that's where it came from) 350/450SLC, launched in 1971, was exactly the sort of car that Lyons felt Jaguar needed. Perhaps it was actually Mercedes-Benz who defined Jaguar's target design as a sleek, trendy, high performance luxury 2+2 GT?



Lyons worked quite closely with Sayer on the design of the XJ27. After all, with the impending demise of the E-Type, the stakes were high for Jaguar. It was a matter of national pride, the honor of being acknowledged as the builder of the world's finest luxury sporting cars was at risk. Lyons visited Sayer's design studio every day in the early stages of design. There was most certainly some conflict between Sayer's sensuous flowing aerodynamic design style and the edgy, geometric styling trends of the seventies evident in the 350/450 SLC. If you look at the XJ-S and the SLC both on profile and front on views you can see there was, to some degree, influence from Lyons admiration of the SLC. But not entirely, as the XJ-S has a more visually apparent aerodynamic flow to it, especially with the controversial "flying buttress" roof line.



Unfortunately Malcolm Sayer tragically died at the age of 54 in July 1970. Those "flying buttresses", controversial as they were, became Sayer's last Jaguar styling legacy. William Lyons retired from Jaguar in 1974, making the XJ-S the last Jaguar developed under his leadership.

Built on a shortened XJ6 platform using the same rear suspension with the inboard brakes and fitted with the 5.3 liter V12 engine that had debuted with the Series III E-Type, the XJ27 by early 1975 was nearly ready for launch. It still needed a name. At least one early prototype had an E-Type badge on the back and there

Speaking of Things Jaguar - September 2021

was also a suggestion of “Le Mans Coupe”. Pontiac, of course, had been successfully using that name since 1971 despite never having had a Pontiac roar down the Mulsanne. In the end, Bob Berry, the Public Relations Manager who had famously driven 9600 HP, the first E-Type FHC, through the night to Geneva for the public launch, personally announced the name of the XJ-S at the factory launch in June of 1975. He said “The car is called XJ-S” “XJ-dash-S”. Thus began the sixteen year era of the XJ-S hyphen



Prior to the launch, which was delayed until September due to the May launch of two other Jaguar models, Public Relations people on both sides of the Atlantic anticipated some disappointment on the part of the press, owners and enthusiasts who were craving a new exotic sports car. While Jaguar had the foresight to realize the era of the British sports car was rapidly coming to an end, the public's view was a bit shorter sighted. Jaguar's message was one that the public did not want to hear. The XJ-S was the new sporting Jaguar, but it was not meant to replace the E-Type. However, with the last E-type having already left the factory, seeing the XJ-S as its replacement was not an unreasonable view. What further muddied the waters was the introduction of the XJC a few months earlier. Take note of the absence of the hyphen. I guess it wasn't meant to be quite as dashing (pun intended) as the XJ-S. The public could easily see the XJC as the new sporting Jaguar which reinforced the expectation that the dashing (additional pun intended) new XJ-S would be the new Jaguar sports car.

The marketing pitch emphasized the Jaguar experience, rather than the styling. Offering up the XJ-S as a luxury Grand Touring car combining Ferrari performance (obviously capitalizing on the exotic V12 power) with Rolls-Royce (another potential source of the hyphen) levels of quiet and tenacious road holding with a limousine ride.

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Within, the XJ-S is equipped with a wide range of standard and optional equipment. This includes a full range of interior and exterior accessories, as well as a full range of safety features. The XJ-S is a car that is built to be driven, and it is a car that is built to be admired. It is a car that is built to be loved, and it is a car that is built to be remembered.

See your authorized Jaguar dealer for the complete story on the remarkable XJ-S sports coupe or the Jaguar website. For more information, call toll free 1-800-344-4444 in the United States or 0200 2344444 in the UK.

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Some claim heritage. Others have truly earned it.

Almost every new Jaguar has been a breakthrough in design or performance. Or both.

The XJ-S is no exception. It has been designed to be the definitive Jaguar. Which makes it, in almost every way, the definitive high-performance luxury car. More than five years and £5 million went into its design and production.

With the result that neither car currently made offers a comparable combination of safety, luxury and performance. At any where near the price. (18,900.19p, inc. VAT, Car Tax and front seat belts, but not delivery charges or number plates.)

The list of technical innovations in the XJ-S is impressive. As is the list of luxury and safety items which are fitted as standard equipment.

And it goes without saying that the performance is startling.

Zero to sixty takes under seven seconds. The top speed, where permissible, is in the region of 150 mph.

Yet this level of performance is achieved in levels of silence and safety that will astonish and delight you. As will the mpg figures.

Admittedly because of the expert demands for the XJ-S, you may have to wait a while before joining the elite few who own one.

But the wait will be well worthwhile. So let patience bring its reward. The Jaguar XJ-S.

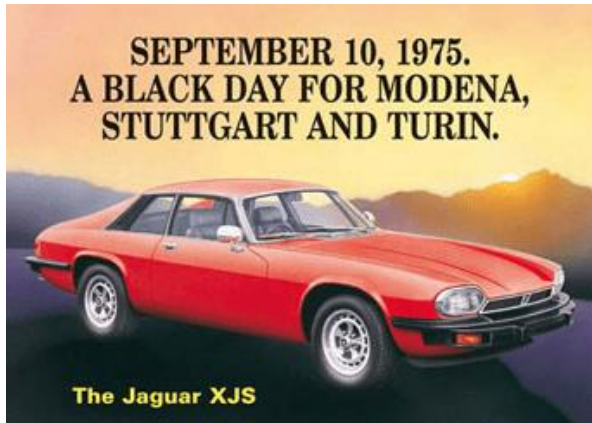
The car everyone dreams of. But very, very few can own.

Jaguar
From Le Mans to the Super Bowl.

The XJ-S was launched on September 10th, 1975 in both the UK and the USA. The UK launch was in the

Speaking of Things Jaguar - September 2021

Cotswold's and the USA launch was on Belle Isle near Detroit and at Long Beach, CA. Jaguar marketing took out full page ads in newspapers on both continents suggesting "SEPTEMBER 10, 1975. A BLACK DAY FOR MODENA, STUTTGART AND TURIN"



How did it go? It was interesting to say the least. *Car* magazine pretty much summed up most journalists initial reaction. "for the first time, here was a new Jaguar that wasn't stunning." They followed that cold statement with a Jeremy Clarkson like question..."But what was it like to drive?"

"I got a shock – and oh what a delightful one- the first time I drove the XJ-S" said the road tester, noting how "it surged towards 100mph in short order with delectable smoothness, and in near silence. It also does it with a feeling ...well sort of a free spirit. It excites you... And I for one wasn't expecting that sort of feeling. The thing felt so small and tidy, so much like a tiny sports car; it was so easy to place. It's Good!"

By February of the following year *Autocar* magazine was not only singing its praises, it was denouncing "those unpatriotic souls who follow the fashionable and generally incorrect view that British cars are never as good as the foreign ones." They added "The Jaguar XJ-S grand touring car is a reminder that we do still build cars that are world beaters. Naturally it has its failing, though they are mostly small. In many respects it is outstanding. In its combination of performance with docility and refinement, it is unapproachable."

Later that year *Car* magazine decided to do a comparison test with a Lamborghini Espada which cost at least 50% more than an XJ-S. There was a bit of irony in the comparison, with the public still coming to terms with the design of the XJ-S, the Espada's design was clearly not one of Bertone's finest. The Espada was a four seat grand touring car with V12 power much like

the XJ-S, but wrapped in (and I'm being kind here) a quirky exotic (?) looking design.



Before they even drove both cars the testers suggested the XJ-S design was "out dated before it was introduced", and "closer to something from the early 60's than the early 70's." So, how did the XJ-S fair when an obviously biased magazine unfairly compared it to a quirky Italian V12 costing substantially more? Actually, quite well. The Jaguar edged the Lambo in acceleration to both 60 and 100 mph, but was bested in the handling department and judged to be a bit less fun. On the plus side, the XJ-S was deemed "staggeringly controllable" for a car of its size and weight, suggesting that it was more of a gloriously smooth long distance cruiser – "like a good American supercar" but "better than anything the Americans have ever done or are probably ever likely to."

Motor magazine called the XJ-S the bargain of the supercar market, "among British Leyland's proudest achievements." I believe they more than adequately summed up the car's character in describing the V12 as "the quietest and smoothest production engine ever", in a Jaguar "that is one of the few cars in which you can listen to the radio at 30 mph or 120 mph on the same volume setting."

In the USA, Jaguar's largest market, the XJ-S was "embraced" in a similar fashion. *Road & Track* reported on their first road test of the XJ-S in the January 1976 issue. They noted that the XJ-S was both fast and handsome, in keeping with the long Jaguar tradition, but at the same time it was a rather significant departure from the XK line of car, particularly the E-Type. As long as you don't "...expect another E-Type, you won't be disappointed." Overall *Road & Track* had this to say: "To sum up the XJ-S, one can say it is a superb automobile in the exotic, luxury class and, with the exception of the automatic transmission, it does exactly what it was designed to do. However it has two drawbacks in performance and ease of purchase for those of us accustomed to earlier Jaguars."

Speaking of Things Jaguar - September 2021

The first is that it does not replace the E-Type and the second is that unlike previous Jaguars, whether or not you want to own one is not entirely up to you, it's entirely up to your bank. The US price tag of \$19,000 was a lot of money for a car in 1976; even a Jaguar. Despite the high price tag and being introduced between the OPEC oil embargo and the resultant fallout of quadrupled oil prices and the highest inflation the UK and the US had seen in decades, Jaguar managed to sell 1245 XJ-S coupes in the last four months of 1975, but only 3082 in 1976. Would things get better?



Enjoy Your Jaguar!
Paul T

Thanks for a Great Picnic and Jaguars on the Lawn Saturday, August 21, 2021!

Ed and Carol Petrow

Ed and Carol truly enjoyed the day with wonderful folks, great cars and many contributions of food and drinks. We wanted to say thanks to all who took the time out of their busy summer weekend to spend it with us making this event a huge success. We had quite the variety of cars to admire and ogle and surprising to us was the attention our guests paid to our unusual fat-fender '40s-era

domestic autos. We are especially thankful for the pleasant weather and lack of rain despite being sandwiched between two tropical storms. And a special thank you to everyone who sent emails, text messages, cards and gifts thanking us for our hospitality and culinary goodies. It was our pleasure to host the event and we are very pleased everyone enjoyed the day as much as we did.

Welcome New Members

Joel Palmer
Philadelphia, PA

Alex Cole
Drexel Hill, PA

Brandon & Allison Sipple
Stockton, NJ

Karl & Sharon Kyriss
Malvern, PA

Kevin & Zuria Ryan
West Windsor, NJ

The year started with the expectation that, if things improved, we could pull it off. Members of the planning group from DVJC, the Delaware Valley Triumph Club and the Friends of Hope Lodge met via ZOOM to discuss and identify possible scenarios for a car show and garden party that might need to be altered in order to comply with the state's COVID guidelines. At that time, Hope Lodge was closed until further notice and as the calendar drew closer to June 5, it seemed more and more likely that time wasn't on our side. The group quickly identified August 7 as the go/no go date should we pass the drop-dead date for putting all the wheels in motion for a June show. It wasn't even a certainty that August would work when the state announced that Hope Lodge would open June 30 for outdoor events only. While the country's COVID statistics showed improvement heading into summer, it wasn't clear if it would last and if the state would be forced to reinstate some level of restrictions that could make hosting the event a logistical nightmare. Contact tracing at a car show anyone? Not exactly an easy task for an all-volunteer staff, many of whom fall into the high-risk category.

Fast forward a few weeks and we can all look back on what proved to be one of the most successful events hosted at Hope Lodge. When the dust settled, 223 cars, including 48 Jaguars registered with the concours, 12 motorcycles, 1,400 spectators, live music, and a delicious assortment of food were all brought together and supported by a volunteer army of over 100 people that worked tirelessly to make the event a success. Let's not forget that by August standards, the weather was probably as good as one could expect in the middle of summer. And we must thank the British for producing some of the most beautiful and iconic cars and motorcycles that served as a stunning backdrop for the day's event. It doesn't matter how many times you see them... it never gets old.

Jaguar owners didn't disappoint with cars from five states, including Florida, filling the field. The forty-eight cars registered with the concours covered a wide range of models and years. The oldest: a 1953 XK 120; the newest: a 2018 F Type R. All three judging divisions were represented: Champion, Special (Modified), and Driven. Our field represented 21 of the 40 classes

that JCNA has identified for judging purposes. New members (since the last concours) were well represented with 11 cars registered for the event. To top it off, seventeen E Types and seven XK 100s were on hand to mark the 60th and 25th anniversaries, respectively, of that model's introduction.

There are many thanks to go around, not the least of which is to the Friends of Hope Lodge who worked tirelessly to clean up the property after substantial damage from a rogue windstorm left downed trees and limbs scattered across all corners of the property. In addition to their mission of helping to preserve and promote this historic landmark, the Friends arranged the food, live music, and beer vendors to create the Ales & Petals garden party for all to enjoy. It should also be noted that this is one of the largest fund-raising events for the Friends, which makes it all the more rewarding for everyone involved. It is a terrific group of people to work with every year.

The same can be said for the tried-and-true members of the Delaware Valley Triumph Club. As the co-sponsors and primary organizing committee behind CMoE, DVT members step up in a big way every year to host what we believe is one of the largest all-British cars shows on the east coast when combined with the concours. Arranging sponsorships, emergency services, the sound system and signage are just a few of the critical tasks that they undertake. Registering, parking and judging dozens of marques and models is no easy job but each year they get it done and make it look easy. I thought we had a lot of trophies! Cheers and a big "thank you" to our Triumph colleagues!

This leads me to the men and women of the Delaware Valley Jaguar Club. Every year the call goes out and every year, many of your fellow club members step up. This year was no different, with 41 members and family volunteering. In fact, we saw new members join veteran members to help with the wide range of jobs that are needed to successfully host a JCNA sanctioned concours in addition to supporting CMoE. You have all seen the list of responsibilities: registration, judging, Thursday and Friday setup, show field & spectator parking, merchandise, membership, reviewing & tabulating score sheets, Satur-

day & Sunday clean up. The commitment behind each of these ranges from a few hours to several days. No job is too small; they all exist for a reason and that is to host a first class concours in accordance with JCNA guidelines and to support an exhibition of rolling art that all members and the public can enjoy. Based on feedback from a wide range of attendees, the event was an absolute success! The number of cars on the show field, the number of spectators and the support of our sponsors all exceeded expectations. Of course, you can't host an event like this and not have a few "bumps in the road". Fortunately, many of our volunteers stepped up at the last minute to help out where needed. Our hope every year is that our volunteers have a positive experience and look to bring that experience and ideas back the following year to help make the event even better.

It would take several pages to individually thank the members who have volunteered year after year after year. From set-up to clean-up, those who come back not only make it more efficient, but more enjoyable for those us involved in the planning. Most of our judges are multi-year volunteers and provide an invaluable service by sharing the expertise that they have accumulated over many years and projects. We're also grateful to the members who have joined since the last concours, shown in bold on the list below. The lifeblood of any volunteer organization is new and active members and we're fortunate to have both. A member that took on one of the most

challenging roles is Alan Brown, who graciously accepted to fill the position of Chief Judge this year. Alan brought his methodical, detail-oriented leadership skills and calm demeanor to the role, which clearly helped with training and organization. Alan's commitment and attention to the standards necessary to host a sanctioned concours were appreciated by all involved. Thank you, Alan.

It's important to recognize the efforts of our members for a couple of reasons: to thank them for a job well done and for all of us to acknowledge that without their commitment, the show would not go on. Please note that several members volunteered, sometimes for several jobs, and for some, also entering a car in the concours. We hope they will inspire others to step up and contribute next year. On behalf of all DVJC members, thank you to our volunteer class of 2021 for a job well done!

We also want to extend a thank you to the members that volunteered but were unable to make it due to circumstances beyond their control. We hope they will be able to join us next year.

Every attempt was made to ensure the list was complete and accurate but if your name and/or assignments were inadvertently missed, please notify Jim Sjoreen (jsjoreen3860@comcast.net). The list will be updated in the Purr and reposted to the website.

Volunteers and Assignments—Thanks to All

Bill Beible	Judge, Operations Verification ("OV") judge, clean-up	Mark Kogan	Show field parking
Alan Brown	Chief Judge	Gerry Kunkle	Scoring team
Margaret Brown	Registration, scoring team	Noe LaFramboise	Judge, set-up, merchandise
Browne, David	Judge	<i>Michael Maddix</i>	<i>Apprentice judge from Nation's Capital Jaguar Club</i>
Richard Carnegie	Judge	Paul Merluzzi	Parking Coordinator - Spectator
Brian Craig	Registration, photographer, set-up, clean-up	Greg Morrison	Judge, set-up, show field parking, clean-up
Pauline Craig	Registration	Ann Perry	Operations Verification ("OV") judge
Jack Dever	Set-up	Ed Petrow	Apprentice judge
Chuck Epstein	Set-up	Cathy Ridings	Spectator parking
Gary Feldman	Judge, spectator parking	Max Sandler	Scoring team
Kevin Fitzgerald	Judge, membership	Steve Schultheis	Judge
Steve Gendler	Show field parking, score sheet runner	Tom Shaner	Operations Verification ("OV") judge, spectator parking, clean-up
Al Gerbig	Judge, set-up, clean-up	Jake Shaner	Spectator parking (son)
Pat Gerbig	Registration, merchandise	Jim Sjoreen	Concours chairman
Alex Giacobetti	Judge	Denise Sjoreen	Registration, spectator parking, merchandise, trophy set-up
Jay Greene	Judge	Tony Tinari	Apprentice judge, membership, set-up, tables (Thursday, Sunday)
David Harnitckek	Set-up	Mary Alice Tinari	Membership
Chris Huber	Judge	Paul Trout	Judge
Chris Huber (son)	Show field parking	Sue Trout	Score sheet runner
Chuck Kitson	Judge, set-up, show field parking, judge, clean up	Mick Van Vlijmem	Spectator parking
Leo Kob	Judge	Mike Wolf	Spectator parking



DELAWARE VALLEY JAGUAR CLUB
2021 Concours d' Elegance at Historic Hope Lodge



Scoring Results -Champion and Special Class

Class	Entrant	Year	Model	Body Type	Color	Score	Club
C-02/120	Sokoloff, Steven	1953	XK120	OTS	Black	99.900	DVJC
C-05/E1	Iannacone, Lori & Kritzer, Karl	1961	E-Type	OTS	Red	100.000	
C-05/E1	Brown, Alan & Margaret	1963	E-Type	FHC	BRG	99.770	DVJC
C-05/E1	Francis, Wicker	1965	E-Type	FHC	Opalescent Dark Blue	99.130	DVJC
C-06/E2	Cordock, James	1970	E-Type	OTS	Black	100.000	Jaguar Club of Southern New
C-09/XJ	Schultheis, Steve	1984	XJ6	Saloon	Beige	95.250	DVJC
C-13/JS	Morrison, Greg	1993	XJR-S	OTS	Black	99.720	DVJC
C-14/K8	Kogan, Mark J.	2003	XK8	Conv.	Black	99.610	DVJC
C15/XK	Levitt, Dennis	2011	XKR-175	Coupe	Black	97.300	DVJC
C-16/SX	Hutchison, Charlene	2006	S-Type	Saloon	Red	99.580	DVJC
C-19/FJ	Holsendorff, Herbert	2015	XJL	Saloon	British Green	98.710	DVJC
C-20/F	Spaulding, Dennis M.	2014	F-Type S	Conv.	Rhodium Silver	99.740	DVJC
C-20/F	Kunkle, Amos	2016	F-Type	Coupe	Dark Sapphire	98.610	DVJC
S-02/MOD	Fitzgerald, Kevin	1969	E-Type	OTS	Blue	9.961	DVJC



DELAWARE VALLEY JAGUAR CLUB
2021 Concours d' Elegance at Historic Hope Lodge



Scoring Results -Driven Class

Class	Entrant	Year	Model	Body Type	Color	Score	Club
D-02/E1	Cordock, James	1967	E-Type	OTS	Red	9.997	Jaguar Club of Southern New
D-02/E1	Remig, Philip	1967	E-Type	OTS	Red	9.902	
D-03/E2	Tinari, Anthony	1970	E-Type	FHC	Regency Red	9.982	DVJC
D-03/E2	Ellers, Ed	1971	E-Type	FHC	Blue	9.956	DVJC
D-03/E2	Gendler, Steve	1969	E-Type	OTS	Signal Red	9.899	DVJC
D-03/E2	Epstein, Charles	1971	E-Type	Coupe	Red	9.621	DVJC
D-04/E3	Miller, Jeffrey	1974	E-Type	Roadster	Regency Red	9.970	DVJC
D-04/E3	Shelly, Bill	1973	E-Type	OTS	Regency Red	9.954	DVJC
D-07/XJ	Ruocco, Kenneth	1997	XJR	Saloon	BRG	9.998	DVJC
D-07/XJ	Van Vlijmen, Mick	1996	XJ12	Saloon	Sapphire Blue	9.977	DVJC
D-08/XJS	Kitson, Charles	1988	XJ-SC	Cabriolet	Talisman Silver	9.985	DVJC
D-09/XJS	Smith, Frank & Maryann	1994	XJS	Conv.	Black	9.958	
D-10/K8	Lazzaro, Andrew	2004	XKR	Conv	Coronado Blue	9.915	
D-11/XK	Shaner, Tom	2007	XK	Coupe	Liquid Silver	9.937	DVJC
D-11/XK	Detzky, Michael L.	2007	XK	Conv.	BRG	9.936	DVJC
D-11/XK	Shandler, Barry	2007	XK	Convertible	Black	9.758	DVJC
D-15/F	Hurley, Andrew JD	2018	F-Type R	Coupe	Santini Black	9.997	DVJC

2021 New Hope Automobile Show

Article and Photos By Tony Tinari

On a beautiful Sunday afternoon, August 15, the “foreign car” day of the 64th annual New Hope Automobile Show was held on the grounds of New Hope-Solebury High School in Bucks County, PA. According to the New Hope-Solebury Community Association, its sponsoring organization since 1957, this show is “one of the oldest and most prestigious events in the nation dedicated to unmodified vintage and classic cars”. Since its inception, the New Hope Automobile Show has raised nearly \$2 million for college scholarships and other community projects and organizations.

In 2020, due to pandemic restrictions, the New Hope show was to have been presented with a limited “invitation only” field of entrants. It was ultimately cancelled in its entirety due to public health considerations. This year, the show resumed its two day open invitation format on the second weekend of August, with exclusively domestic cars on Saturday, and with Sunday devoted to all foreign makes and models.

Because of pandemic interference with judging preparation, the show organizers determined to make this year a “Peoples’ Choice” format. Entrants were provided with a dash card containing a QR code which attendees scanned via smartphone. Voting was permitted for “as many different vehicles as you like, whether in the same class or different classes”, the only stipulation being that one could only vote once for a particular car. Votes were tabulated online by CarShowPro.com, the Canada-based partner of the show organizers.



Jaguar Class, From the Bonnet

All Jaguar entries, regardless of year or model, were grouped together in the Jaguar class. Three of the Jaguar entrants were DVJC Members, namely Noe LaFramboise (1955 XK 140 DHC), Kevin Fitzpatrick (1969 Series 2 E-Type OTS), and Tony Tinari (1958 XK 150 DHC). Rounding out the Jag field was a heavily modified Series 1 E-Type from a non-member. Our esteemed Chief Judge and Head Scorekeeper,

Alan and Margaret Brown, respectively, were at the show but exhibiting their lovely MGB Roadster, and not their superlative Series 1 E-Type Coupe. A number of our other DVJC member colleagues visited the show throughout the day, together with some non-member Jaguar enthusiasts each of whom were solicited unmercifully to join our club.



Jaguar Class, From the Boot

When the digital votes were tabulated, the winner of the white ribbon for the Jaguar class was the marvelous imperial maroon 1955 XK 140 Drophead Coupe which Noe presented. Clearly this was a display of exquisite taste on the part of the motoring public! Fortunately, Noe did not have far to go to return from the show to his home across the Delaware in New Jersey as he had expressed concern about the reliability of his brakes! Altogether, a great event for a great cause!



Noe LaFramboise and the Victorious XK 140 Drophead Coupe

Arlen's Jaguar—Part 1

Article and Photos By Joe Palmer

I have been involved with cars since my teenage years and over time have been able to buy and restore a wide assortment; from a 1955 Ford Thunderbird (bought in 1972 with winnings from an appearance on Joker's Wild) to a 1977 W116 6.9 Mercedes Benz (unaffordable when new but well within reach now).

My friends know of my habit of buying whatever comes my way, usually without having a plan in mind. My kids ask, "How is it these cars just fall into your lap?" When this "estate car" came up for sale, a coworker asked if I wanted it.

"It" turns out to be a 1976 Jaguar XJ6L Series 4.2 liter sedan ("saloon" in Britspeak) and, despite being stored indoors, a bit worse for wear. I know just enough about the Jaguar market to realize that the car had little intrinsic value and was about to decline the offer, when the young woman selling the car for Thomas Jefferson University said, "This car belonged to Senator Arlen Specter and he bought it new and was the only owner." Senator Specter purchased the car as a gift to himself after losing his initial Senate race to John Heinz (of ketchup fortune). He passed it on, in kind, to the university in his will.

I made what I considered to be a reasonably non-insulting offer, which was accepted with alacrity. I then had the car towed to a shop in Philadelphia to begin recommissioning the car (and doing a deep dive into Jaguar lore). We soon had the car running surprisingly well for a 45-year-old car with 90,000 miles, that had sat for at least several years.

The immediate concern was the car's



ability to, without seeming command from me, transfer fuel from the left tank to the right tank thereby causing a gasoline spill. More about that in a while. First, I wanted to see if the interior could be addressed on a modest budget. The leather, while dry and faded, was not cracked or torn, and the seats just needed some new padding. I drove the car to Total Leather Care in Horscham, PA and over several weeks, they cleaned and conditioned the leather, re-padded the front seat squabs and then re-dyed the entire interior in factory lipstick red (please see photos). I was both pleased and amazed at the excellent job, the appearance, and the modest cost. With that considered "done", we moved on to mechanical issues

I had the car towed to West Chester to begin full mechanical sorting of everything. The task list is long but manageable. The concern for the future is the rust in parts of the undercarriage. We will assess that before turning later to body and paint. Thanks for reading this far; I will cover all issues mechanical in Part 2 to follow soon.

Editor's Note: Joe Palmer is a brand new member of DVJC, having attended our Concours on August 7, and joined that very day. In his biographical information submitted via the website registration, he noted that his Jaguar had once been the prized possession of the late Pennsylvania Senator Arlen Specter. We invited Joe to tell us a bit more about that, and he submitted this piece-in the next twenty-four hours! We are looking forward to future installments in the story of Arlen's Jaguar.

I had the pleasure of being your delegate to the AGM this year in Columbia SC. This trip was funded by DVJC, so I am pleased to provide a brief report of the event. You might even enjoy reading about it.

The town of Columbia is welcoming and sultry warm. Philadelphians will find the August heat is just like home. After an uneventful flight and within minutes of checking into my room, I was ready for the first shuttle ride to the Coventry Foundation open house. In the lobby I met a small group of friendly Jaguar enthusiasts who were waiting for the shuttle. I sat next to Mike Korneli on the shuttle and struck up a conversation. It turns out that he is a race car driver and had brought the Group 44 E-Type V-12 race car that was displayed in the hotel as a centerpiece. He was friends with our 2 keynote speakers at the upcoming banquet, Mike Dale, Jaguar corporate president during the Ford years, and Bob Tillius, who earned fame as the class winning Group 44 LeMans driver.

The Coventry Foundation is an important resource that is available to the membership. You may be familiar with the Tool Loan Program. Imagine a large garage with walls lined with all manner of obscure tools ready for the job when you need them. There are several early diagnostic computers that the Jaguar dealers had used. They seem large and clumsy compared to today's hand-held versions, but the small ones do not have the depth of capability of the originals.

Because I was not directed to investigate anything in particular, my specific searches may give you an idea of what you might uncover about your car at the Library. It was comfortably air conditioned and a welcome relief to the warm and humid conditions under the tent where we were gathered. I was curious about 2 things. One was whether the Heritage Trust XJS Genuine Parts Catalog and our rule book were correct about coach lines (factory applied vinyl pin stripes) on my XJ-SCs. I need to replace them on my white 1987 XJ-SC and I had noticed that my original unrestored black 1988 XJ-SC had coach lines with the larger of the two stripes on the bottom. The Heritage catalog indicated that the thicker stripe was on top and the Rule Book did not specify.



In the library, Coventry Foundation president George Camp directed me to the appropriate Coach Line Book. It held all the factory samples of all the coach lines offered for Jaguars in my model year. It turned out that my black car was correct, with the thicker stripe on the bottom. Since the book held the actual vinyl, protected from the elements over the years, I

could also see that my car's stripes are the correct oyster color. Oyster is a light gold color with metal flake in it. My white XJ-SC would have had gunmetal gray, a bluish version of medium gray. I also learned from George that if I pull the radio out of my car, he can look up the radio code using the serial number on the back! Was I in heaven?

My second query involves the issue of bolt on Dayton wire wheels. They were a popular dealer installed option on the XJS because they mimicked the E-Type's classic wire wheels. The original owner of my black car paid the dealer extra to have them installed, but the Concours rule book says they were not Jaguar original. The subject had come up at my table when an owner of a newer F-Type inquired about judging at a Concours. I had worn our DVJC Concours judging uniform for their benefit. They asked about entering their car and what they should be aware of in the different classes. It turns out they bought wider aftermarket wheels for their car and I told them that if it did not match the Concours Judging guide, it would cost them 6 points per wheel, with maximum 20 point deduction. Their nearly new car would only score a maximum of an 8.0 (out of a possible 10). They decided that when they show their car, they will remount the tires on the original wheels to avoid such a big deduction.

Also at the table was a couple who were proud of their pretty red 1992 convertible XJS with the Dayton bolt on wire wheels. I told the gentleman that the XJS was only available with the 5 spoke starfish or lattice wheels up until the 1993 facelift and that the XJS never had wire wheels. He protested and told me that his car always scored a 9.8 or better. He told me to get my facts straight before I angered anyone else.

Well, that is exactly what I wanted to do. Not anger any more people, but make sure I had my facts straight. After discussions with George Camp, the national Concours committee chairman Jim Sambold and the IJF Chief judge Craig Kerins, I was correct. My acquaintance was no less mad at me when I told him I had verified my information. The issue is that Concours judges too often overlook this major deduction, giving an XJS owner a false sense of their car's real score. Imagine their disappointment and bewilderment if their car had scored high at 3 local Concours, but were then disqualified at a national contest!

My impression is that we have a vibrant organization of friendly and dedicated Jaguar enthusiasts. We should feel confident and privileged that they make a concerted effort on our behalf to make sure we have great events, covered with proper insurance and fair rules all at an annual price that we can easily live with.

CLASSIFIED

1957 XK 140 SE



This stunning 1957 XK140 is at Concours level. It is the best of the best—none finer anywhere. Your work has been done for you and you can immediately have fun with this appreciating investment. Comprehensive details including history, articles, interviews, videos and over 300 photos can be found at <https://rayricker.com/Jaguar-for-sale/> or call Ray (585)414-5648.



2007 XKR Convertible



4.2 liter supercharged V-8. Salsa red/black interior/black top with 38k miles. 2nd owner. Car is in excellent condition. Always garaged and covered (includes custom fit cover). Looks and drives like new. This car needs nothing. \$26.5k negotiable.



Michael Ferguson, angus103@hotmail.com.

JAGUAR TOOL KIT



Original Jaguar tool kit described as “nearly perfect and rare.”
Offers over \$400 considered.



Steve Schultheis 484-885-9259 or sas@autospc.com

1984 XJ6 Series 3



New paint, starter, electronic distributor, tire, air conditioner.
Excellent condition throughout. Low mileage
Car is in West Chester
\$12,900



Contact Steve at Steve@ssresource.com
DVJC member 15 years.



CLASSIFIED



1998 XK8 Convertible

42,000 miles. Has been in storage last 3 years.
Everything works. Car in pristine condition.
Can be seen in Stockton, NJ.
\$11,500

Joe Chiesa at jochiesa@yahoo.com



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XK120, 140, 150 / E-Type / Early Sedans / XJ6/XJS / XK8 / Late Models



CLASSIC
JAGUAR



British Car Club of Delaware Annual Fall Show

September 11, 2021

9:30 AM – 2:30 PM

Austin Healey is our Featured Marque

Awards

Best in Show
Top 5 Pre-1980
Top 5 Post-1980

The Friends of Bellanca Airfield

Free admission
to the Public
\$25.00 Pre-
Registered by
9/11/2021 -
\$30.00 day of
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Car Show
On-Line Only
Application



British Car Club
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Morrisville Labor Day Picnic 2021

VINTAGE CAR SHOW!!

American & Imported Cars

Monday, Sept 6, 2021, 11 AM - 3:00 P.M

Williamson Park; 97 N. Delmorr Ave, Morrisville, PA 19067



American & Imported Classes:

* To 1959

* 1960-1969

* 1970-1979

* 1980-1989

* Modern Classics

* Best of Show: Imported

* Best of Show: American

Local charity being supported: Ivins House Outreach Center

Advance registration closes Sept 5 @ \$15.00. Otherwise \$ 20 day-of-show. Register online:

www.britishcarsofbuckscounty.com, or mail this form and a check payable to "British Cars of Bucks County," 624 Crown St, Morrisville, PA 19067. Commemorative **DASH PLAQUE** to first 50 registrants! Foodtrucks! Fire-Police-EMS exhibits. Questions: Andrew Lubin: ajlubin@earthlink.net, or 215 584 2595

Registration Form:

Car Make, Model, Year _____

Name _____ Phone _____

Address _____

City _____ State _____ Zip _____

Email _____ @ _____

The undersigned assumes all risks and responsibilities of possible damage or injury involved through my participation in this activity. I agree that I am to furnish my own insurance in case of injuries or damage to my vehicle. I further release, indemnify and hold harmless Morrisville Borough, British Cars of Bucks County, and their officers, agents, employees and assigns from liability for personal or property damage.

SIGNED _____ DATE _____ *

- **Registration - check-in - show parking opens at 1030 AM.**
- **Please tell our volunteers if you are staging as a group and wish to park together.**

Try the Delaware Valley Jaguar Club's online store to show off your DVJC membership.



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Or maybe a run up Giant's Despair in your classic MKII, or perhaps pounding the streets of Pittsburgh for a weekend in your XK...

From Amelia Island to Pebble beach to the local show around the corner. 4000 mile rallies to a pleasant day discovering the wonders of Chester County. Pushing to the top of Giant's Despair or watching the stone walls fly by in Schenley Park or entering Big Bend at LimeRock at full tat...

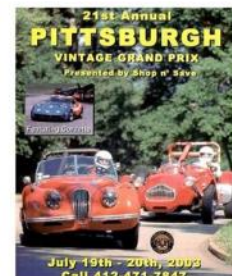
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USING MEMBER FORUMS by Tom Shaner

During this time of confinement, if you find something interesting to our fellow car club members, you can share it on our website through the use of MEMBER FORUMS. Here are the steps to post information, pictures or even videos.

1. Logon to the DVJC website.
2. At the top of the menu bar on the far right choose Member Forums.
3. Now click on **DVJC Connect** on the left side of the screen..
4. You will see a list of viewing topics for you to peruse at the top. Below that, is a section called **Create New Topic**. You may click and select any topic from the top to find out more on that topic and you can then respond to that topic at that point. **OR** if you don't select one you can make your *new* topic for people to respond to.
5. Now make a Title (up to 80 Characters) that accurately describes your subject.
6. In the large section below place text information with any JPEG files or links to movie clips (You Tube videos). ****Use the instructions below for more info on images and video****
7. Topic Tags are for people who are searching for information. When you place descriptive info in this box about your post, it will help users to find that specific information.
8. "Notify me" check box (when checked) will give you an email reply when people respond to your post. Check this **only** if you want a reply to your posts.
9. Lastly, after you have entered all your info, you need to enter **SUBMIT**. Your post will now be listed with the other posts at the bottom for other DVJC users to see, use and react to. Check back regularly to see new and interesting posts from other DVJC members.

Note: After viewing one post and you want to go back to the full list, look to the top of the page and find **DVJC Connect** and click on that (it's small text).

***Posting pictures and video's ***

1. Pictures need to be in a certain format to be displayed in the forum properly. They can't be stored on the DVJC website as is due to space requirements. Here is a short list from which pictures can be **displayed directly on the screen** in the forum. Facebook, Flickr, Giphy, Hulu, Instagram, Photobucket, Tumblr, Twitter, Vimeo and YouTube.
2. Make sure the link is shareable or on the above list (Ex. Flickr), then copy the link (Ctrl C).
Ex. With a dropbox link, right click the mouse and scroll down to Share section and copy the dropbox link. (It works with Google drive or OneDrive too.)
3. Now go to the forum box and Ctrl V (paste the link). The image will now appear in the forum box if from the short list, otherwise a link forms.

This doesn't mean you can't display your JPEG pictures, you just will have a link to the cloud (ex. Dropbox) that needs to be clicked on to see the picture. This is an example using the free Dropbox program.

This process works for YouTube videos too.

After you have pressed SUBMIT, the link will work for your picture. Anytime it is pressed the picture will appear. **After viewing the posted picture**, to go back to read more of the forum, use the *back arrow*. You are back at the forum screen.

Hope this website technology brings more of our club members together in this time of distancing themselves from each other.



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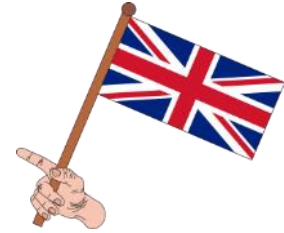
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DVJC Wants You!



Actually, we want your stories. As part of the club's ongoing efforts to engage, inform and at times, entertain its membership, we are interested in learning more about you and your passion for cars. For those of you who have belonged to this or other clubs, you may have come to realize that the cars bring people together but it's the interaction with fellow members that keep you coming back. In that spirit, we will be starting a series of questions & answers to be published from time to time in *The Purr*. The length and detail of responses are entirely up to you and in some cases, may be a few words or for those inclined, a few paragraphs with a picture. Simply put, everyone loves a good story and with over 110 members, there's no doubt our members have a few stories to tell.

To kick things off, here are some ideas based on past articles:

- Jaguar owned by a notable person.*
- Holiday or special occasions involving your Jaguar.*
- Restoration efforts, successes, challenges.*
- Maintenance tips or experiences.*
- Equipment mishaps and repair efforts at an event.*
- Your biography to introduce yourself to the club.*
- Just about any interesting anecdote you think would interest readers.*

While most members own a Jaguar or two or more, Jaguar ownership has never been a requirement for joining the club so all are welcome to participate. Don't be shy!

How to submit a response

- Send an email or Microsoft Word file to Brian Craig, editor of the Purr, to bhc166@aol.com.
- All responses will be published in the Purr. Please note that, due to publication reviews and editing, articles may be published a month or two later than submitted. As a reminder, the current month's issue of the Purr is always available on the website at <https://delvaljaguarclub.com>

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- Parts Reconditioning

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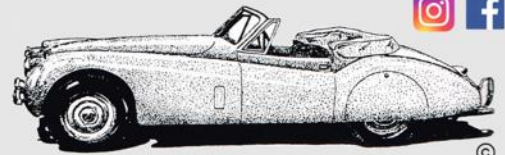
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Roadster	call 800.338.8034	

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XK150		Front Seats	1272
Front Seats	1197	Rear Seats	1642
Rear Seats	270	MKIX Saloon	
Call for models not listed - 800.338.8034		Front Seats	1686
		Rear Seats	1719

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Delaware Valley Jaguar Club

Check one: **Member Profile Update** **Renewal**
 Application for New Membership

Jaguar ownership is not necessary for membership, only an interest in the Marque.

Member Name:

<i>Last</i>	<i>First</i>	<i>M.I.</i>

JCNA Number:

--

Renewing or previous members

Address:

<i>Street Address</i>	<i>Apartment/Unit #</i>

<i>City</i>	<i>State</i>	<i>ZIP Code</i>

Phone 1:

--	--	--

Phone 2:

Email:

--

Occupation optional):		
	<i>Retired?</i>	

Co-Member Name:

<i>Last</i>	<i>First</i>	<i>M.I.</i>

Definition of membership: For the purposes of JCNA membership, the term "Member" is deemed to include the primary member and his/her spouse or significant other living in the same household, and children of the "member" 18 years of age and younger (i.e., up to the year in which the child turns 18). **Youth Enthusiasts*** membership is available at a cost of \$25.00 for members 25 years of age or younger. Includes a one-year subscription to the *Jaguar Journal*, a bi-monthly publication distributed by Jaguar Clubs of North America, Inc., and the *The Jaguar's Purr*, the local club monthly newsletter by e-mail with free Classified Ads for members.

Child under 18? Name:___ Date of Birth ___/___/___

Youth Enthusiast? Name:_____ Date of Birth ___/___/___

Signed: _____ **Date:** _____

Annual Dues:

Full Members – New and renewal (Dues for new members joining after October 31 applied to the following year.) \$65.00

New Members joining between July 1 and October 31 \$45.00

Youth Enthusiast \$25.00

If paying by check:

Please make your checks payable to DVJC

Mail to: Jim Sjoreen, 920 Ivycroft Road, Wayne, PA 19087

Jaguars Owned				
Year	Model	Body Type	Color	Memo

Emergency Contact Information

Full Name: _____
Last *First* *M.I.*

Address: _____
Street Address *Apartment/Unit #*

City *State* *ZIP Code*

Primary Phone: _____ Relationship: _____

Direct questions to: membership@delvaljaguarclub.com.



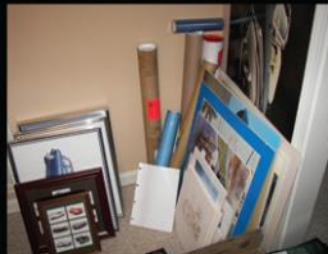
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Deadline to register your car in the CONCOURS is September 30**

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1934 SSI Roadster, 1935 SSI Coupe,
XJSR Coupe (one of 50 coupes produced),
XJ220 (1993), XK120 1953 (Gary believes his Winston is one of first 50 produced)
XK140 HFC 1956 (Original)

E-Type (1961 F-Type to Celebrate 60 Year's)

Schedule of Events

- **WEDNESDAY** - REVS MUSEUM TOUR (Collier Collection)
- **WEDNESDAY EVENING** - DINNER CRUISE ON THE MARRIOTT YACHT
 - **THURSDAY MORNING** - SCENIC CAR TOUR and CAR RALLY
 - **THURSDAY EVENING** - WELCOME RECEPTION AND DINNER
 - **FRIDAY** - CONCOURS D'ELEGANCE
 - **FRIDAY EVENING** - CONCOURS AWARDS BANQUET
 - **SATURDAY MORNING** - JAGUAR CAR SLALOM
- **SATURDAY EVENING** - POOL DINNER AND RALLY/SLALOM AWARDS
 - **SUNDAY** - COMPLIMENTARY BREAKFAST

Questions you may have:

- ⇒ Is there a place to wash my car - YES
- ⇒ Is there a place to park my trailer - YES
- ⇒ Is there public parking - YES

*Phil Mannino
Jaguar Club of Southwest Florida*

