
The Jaguar's Purr©

Is an official publication of

THE DELAWARE VALLEY JAGUAR CLUB

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August 2022

DVJC Event in Delaware



In the March, 2021, *Purr*, Jay Greene reported on his rescuing a 1988 XJS-C which had been sitting in the elements for 15 years. With the help of DVJC members Leo Kob and Chuck Kitson, Jay was able to get the car on a flatbed and to his home and start the restoration. The car has since competed in the DVJC Concours and on Saturday, July 23rd, performed duties as a serving platform for coffee and donuts and led a scenic drive for the gathering at the Delaware Museum of Nature and Science and lunch at the Brandywine Brewing Company. 14 people, including some of our members from Delaware, enjoyed this outing organized by Jay.



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 41 & 42 to update information.

Newsletter Contents

DVJC Event in Delaware	Cover
Membership Renewal	2
Advertising Rates	3
List of Officers	3
Upcoming DVJC Events	4
Your Monthly Bill	5
DVJC 17th Annual Slalom Flyer	7
Welcome New Members	8
Member Anniversaries	8
Jaguar Throw Blanket Special Offer	9
Membership Musings	10
Jaguar at a Less Exotic Location	11
Speaking of Things Jaguar	12
2023 Cars of DVJC Wall Calendar	19
Nostalgic Ad	20
Recognizing 1965 E-Type Changes	21
Classifieds	25
Jaguars on the Chesapeake	28
DVJC Online Store	30
DVJC Merchandise For Sale	31
The DVJC Library Is Now Open	33
Jaguar Experience	35
The Classics 2022 at Brantwyn	37
DVJC Wants You!	38
DVJC Membership Forms	41-42
Coventry Foundation	43
Car Enthusiast Events 2022	44
Penn York Rally	45-47

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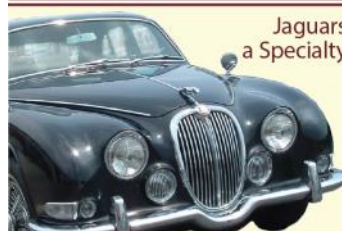
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Jaguar Top Repair.....	32
SNG Barratt.....	34
JC Taylor.....	34
Lindley Motors.....	39
Ragtops and Roadsters.....	39
Jaguar Willow Grove.....	40
Coventry Foundation.....	43
Welsh Enterprises.....	48
Jaguar of West Chester.....	48
Cloverleaf Auto Service.....	49

ADVERTISING RATES

Full Page \$320/ year; \$50 /
issue

Half Page \$180/year; \$35 / issue

Quarter Page \$95 / year; \$20 /
issue

Business Card \$55 / year

CLASSIFIED RATES

Members' ads free of charge
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Non-members \$15.00 per insert

MEMBERSHIP RATES

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Upcoming DVJC Events

August 7, 2022
8:00 a.m.—3:00 p.m.

59th Annual Das Awkscht Fescht
Macungie Memorial Park, Macungie, PA
Contact: [Click Here](#) for more information and to register

August 20, 2022
10:00 a.m.

Donuts & Coffee at Fort Washington State Park
Fort Washington, PA
Contact: [Click Here](#) for more information.

September 10, 2022
1:00 p.m.—5:00 p.m.
Save the Date

DVJC Gathering of Friends
Solebury, PA
Contact: [Click Here](#) for more information and to register

September 15—18, 2022

Jaguars on the Chesapeake
Rock Hall, Maryland (see p. 28)
Contact: [Click here](#) for more information.

September 24, 2022
9:00 a.m.—1:30 p.m.
RSVP Required by Sep. 21

DVJC 17th Annual Slalom (see page 7)
Garnet Valley High School, Glen Mills, PA
Contact: [Click Here](#) for more information and to register

October 2, 2022
10:30 a.m.—2:30 p.m.

Classics at Brantwyn, Brunch, Blues and Hot Cars
Brantwyn Estate. DuPont Country Club (see page 37)
600 Rockland Road, Wilmington, DE
Contact: [Click Here](#) for more information and to register

October 14-16, 2022

Penn York Rally (see pp. 45—47)
Beach Lake Fire Dept, Beach Lake, PA
Contact: [Click here](#) for more information.

October 16, 2022
10:00 a.m.

Sunday Breakfast at Fort Washington State Park
Fort Washington, PA
Contact: [Click Here](#) for more information.

November 6, 2022
Save the Date

Phil-A-Trunk Charity Event
More Information to Follow
Contact: [Click Here](#) for more information.

November 19, 2022
10:30 a.m.—12:30 p.m.

Cannonball Storage in Huntington Valley
More Information to Follow
Contact: [Click Here](#) for more information.

December 10, 2022
10:00 a.m.—12:00p.m.
RSVP Required

Breakfast Social at Spring House Tavern
1032 N. Bethlehem Pike, Ambler, PA
Contact: [Click Here](#) for more information and to register

January 22, 2023
11:30 a.m.
Save the Date

DVJC Annual Holiday and Awards Celebration
William Penn Inn
1017 DeKalb Pike, Ambler, PA 19002
Contact: [Click Here](#) for more information and to register.



Your Monthly Bill *August 2022*

Independence Day on parade!

Alex Cole chauffeured the grand marshal of the Penn Wynne Civic Association Fourth of July parade in Wynnewood and Ardmore. He and his 1938 SS Jaguar DHC got a lot of attention before, during and after the event. Our club got some nice “shout outs” at the event and on Facebook and other social media sites. Springing



from this wonderful classic car to current Jaguar initiatives, you’ll find Jaguar with feet firmly planted in the past, present and future. With a nod to “what’s old is new again,” completion of the first C-Type Continuation model coincided with the seventieth anniversary of Jaguar winning the Reims Grand Prix Meeting race with the first disc brake equipped C-Type in 1952. As with the original, the car was finished in pastel green livery with a suede green interior.



With another nod to Jaguar’s heritage, owners of the E-Type 60 Collection cars followed the historic Coventry to Geneva route driven “flat out” by Bob Berry and Norman Dewis to deliver the new E-Types to the Geneva Motor Show.

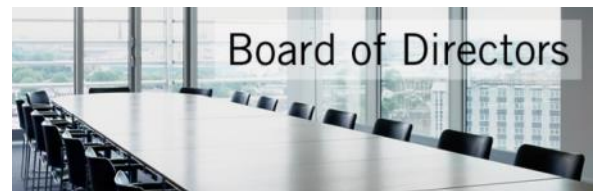
Recognizing the future is now, Jaguar continues to incorporate race-proven technical innovations into

production models. Power optimization know-how derived from the Jaguar TCS racing team is now incorporated in hybrid power plants in production models including the XE, XF, E-Pace and F-Pace. Range optimization is achieved using predictive systems and technology. There is every reason to believe that breakthroughs proven on the track will continue to be rapidly incorporated in new vehicles from Jaguar.

And in Delaware, Jay Greene provided this XJS picnic table and organized a visit to the



Delaware Museum of Nature and Science followed by a scenic drive through northern Delaware and southern Chester County, PA. The drive concluded with lunch at the Brandywine Brewing Company, a welcome respite from the warm July heat.



Board of Directors

Your DVJC board held its regular quarterly meeting on July 26. As you can see, we didn’t use our luxurious, contemporary board room and met, instead, by Zoom. Topics discussed included finances (solid position), the 2023 budget, membership initiatives and organizing upcoming events. As with other volunteer positions, service on the DVJC board is rewarding and fun and a good way to contribute to

Your Monthly Bill *August 2022 (continued)*

your club's continued growth and success. Bi-annual elections for all officer and director positions will take place later this fall. If you want to know more about the roles, speak to any one of the current office holders. Don't hesitate to put your name on the ballot.

Our 17th Annual Slalom is back on the calendar



after the weatherman forced its postponement in July. The new date is Saturday September 24. Following the fun and competition, we will enjoy a well-earned lunch at Mackenzie's Brew House in Glen Mills. Those of us with experience look forward to this event every year. If you haven't yet tried, why wait? Your car is built for it and you'll enjoy competing against the clock. If you would rather enjoy the fun as a spectator, please come and then join the drivers and crew for lunch afterward. You won't regret it! (See page 7)

October and November are packed full of events. The Classics at Brantwyn takes place on October 2 and includes cars from five of our members. This is a top-notch show with a lovely brunch served at the Brantwyn Estate, former home of members of the DuPont family. Proceeds from this event support the Kennett Symphony. Past president Paul Merluzzi will be recognized for his long and outstanding service to the symphony including his role initiating and leading this show for many years. Tickets will be available on the

[symphony website](#) beginning sometime in August. (See page 37)



Mark off Sunday November 6 on your calendar. DVJC will be part of Phil-a-Trunk, a massive car show and fun-filled day of entertainment - all for a great charitable cause - driving out hunger in the greater Philadelphia area. Check the [Phil-a-Trunk website](#) for complete information on the day's events at the stadium complex in south Philly. Many more details to come as we approach the date.

Check the ad for Jaguar blankets on page 9. Nancy and I purchased one of these high-quality blanket throws at the Cats in the Garden show sponsored by the Jaguar Touring Club. DVJC members can purchase these at cost and receive them in time for the holiday season. A sample will be available at upcoming club events.

I encourage everyone to make the most of his or her membership and participate in the interesting, fun events that are planned. You'll meet many interesting people with a wide range of experiences.

Have an enjoyable August - including in your Jaguars.

Bill

P.S. It's not too late to register for Jaguars on the Chesapeake. See page 28 for more information.



17th ANNUAL SLALOM

Saturday, September 24th, 2022

Tech Inspection starts 9:00am

You know of Jaguar's prowess on the track? Now it's time to experience it! If you have a 1936 SS or a SVR F-Pace, this is your opportunity to have a lot of fun in a safe confined area.

If this is your first Slalom, don't worry, there are plenty of members on hand to help and give advice. Did you know we have 7 nationally ranked JCNA members just last year?

If you want to come and just watch and join us for lunch afterward, we would love to have you join us. If your Jaguar is in the shop, don't fret you can bring another marque. We have had a Tesla, Ford and Volvo recently run the slalom.

JCNA Members driving their own cars Pre register \$10.

Non-DVJC members driving their own cars pre-register \$10 + \$20 event insurance.

DAY OF EVENT registration will have a \$10 surcharge.

Please register early at: delvaljaguarclub.com

The event is limited to 20 vehicles.

Questions, contact Rich Rosen - rosen244@verizon.net or call 609-923-7655



Brunch following the event at
Mckenzie Brewhouse, Rt 202
(not included in registration)

Welcome New Members

John & Maria Gendelman
Flemington, NJ

Sunny & Alice Waters
Pottstown, PA

Jerome & Karen Dean
Philadelphia, PA

Molly Dorais & Michael Williams
Chester Springs, PA

Kenneth & Linda Hyman
Stockton, NJ

Editor's note: John Gendelman was welcomed in the July edition of the newsletter but his wife's name was incorrect. It has been corrected above. I apologize for the error.

Member Anniversaries

Member		Co-Member		Join_Date	Years
Alan	Karpovitch	Jean	Karpovitch	01-Aug-89	32
Richard	Carnegie	Dianne	Carnegie	22-Aug-07	15
Gary	Tate	Julie	Tate	04-Aug-11	12
William P.	Worth III			03-Aug-17	5
David	Rothschild			05-Aug-19	3
Edison	Ribeiro Filho			09-Aug-19	3
Milan	Moncilovich	Stephanie	Moncilovich	02-Aug-20	2
Alex	Cole			09-Aug-21	1
Brandon	Sipple	Allison	Sipple	11-Aug-21	1
Joel	Palmer			07-Aug-21	1
Karl	Kyriss	Sharon	Kyriss	20-Aug-21	1
Kevin	Ryan	Zuria	Ryan	31-Aug-21	1

ONE TIME SPECIAL OFFER
Jaguar Throw Blanket
Order by October 31, 2022



75% Cotton/25% Acrylic

Machine Washable Made in U.S.A.

50" x 60"

Price: \$80.00 includes S/H and tax

To order by October 31, 2022, logon to the DVJC website, go to DVJC Marketplace tab, click on Club Merchandise Store. The blanket is on page 2.

Blankets will be distributed at club events.

Must order by October 31, 2022



Membership Musings

August 2022

By: Tony Tinari

This is the time of year when DVJC membership growth tends to level off, and we begin to think about member retention, anticipating our renewal efforts for next year. Nevertheless, I'm pleased to report that with the addition of four new member/co-member couples in the month of July (See our "New Member Welcome" elsewhere in this edition) we have now surpassed our 2021 membership count and our ranks now include 163 members (including 4 associate members, 4 honorary members and 1 youth enthusiast) as well as 122 co-members.

Of course, the good news is that we have more than covered any non-renewal attrition from 2021 with the addition of new members, and also that DVJC remains among those JCNA affiliate clubs which are indeed growing. However, our rate of growth has slowed in 2022 versus prior year. As I have observed previously in this column, the attraction of new members, particularly youthful new members, is paramount to moving the organization forward. Attraction and retention of new members is a shared responsibility of all of us, not just the executive committee or the membership director (yours truly).

New member recruitment is also a concern shared by all Jaguar clubs in North America, and JCNA is devoting considerable focus and fuel to developing an overall marketing plan and specific tools for clubs like ours to use. I'll have more to say about those initiatives as we head into retention season. For now, I shall just provide you with the best illustration I could locate on the topic of passing Jaguar heritage from one generation to another:



A Few Generations of Jaguars

Now for a few "musings". First, my thanks to those of you who have emailed or spoken with me regarding last month's story of my accidental meeting with Jaguar enthusiast Luigi Piscini on the Amalfi coast of Italy. A few of you had stories of your own regarding Jag encounters overseas. Meaning no disrespect toward any American made automobiles, still there is something very special about the international appeal of the legendary Jaguar marque. (By the way, my Fiat friends feel the same way about matters of automotive nationality, and they certainly don't hesitate to express those sentiments, but I digress.)

As we work our way through this centenary year, memorializing the evolution from Swallow Sidecar to Jaguar, there are a number of events in the land where it all started (merry old England, of course) which have captured my imagination. Perhaps the most compelling was on July 24, 2022, when the Jaguar Driver's Club (think of that as the UK counterpart to JCNA) celebrated their "National Day" at Wappenbury Hall, the former country estate of Sir William Lyons. It was apparently a spectacular gathering of hundreds of Jaguar specimens at what is perhaps the most appropriate possible venue. Truly a memorable and fitting 100th year commemoration! And to top it off, it seems the current owner of the Wappenbury estate is a Jaguar enthusiast himself. As the British would say, "Brilliant!"



A stately Mark 2 gracing the entrance to Wappenbury Hall

Membership Musings August 2022 (continued)

While it is unlikely that any of us got in on the Wappenbury fun in person, nevertheless there is lots of summer left and there are plenty of opportunities to celebrate Jaguar ownership and operation. I highly recommend that you start with the lists of events, from DVJC and otherwise, which appear in this newsletter. Beyond those, nothing beats a relaxing drive in your Jaguar to your favorite spot. Below is a suggested destination.



Jaguar XK 140 OTS at the beach

Never mind that the last picture is from the Italian Riviera (thanks to “jagloversitalia” Instagram account for the photo). The Jersey shore will do just fine. In any event, wherever you and your Jaguar find yourselves this month, have an absolutely wonderful time of it!

Happy Motoring!

Tony

JAGUAR AT A LESS EXOTIC LOCATION



While not as exotic a location as the Italian Riviera (or the Jersey shore), Michael Eck and Becca Payonk participated in the July DVJC event at the Delaware Museum of Nature and Science in their XK 140. The joined us at the museum, rode along on the scenic drive, and the car can be seen here in front of the Brandywine Brewing Company where they joined us for lunch. Warm day, open cockpit, what could be better? Can you guess what model year this outstanding example might be?



Speaking of Things Jaguar - August 2022

By Paul Trout

Celebrating 100 Years of Jaguar:

1950 - Jaguar Races into the Fifties

The fifties were a defining decade for Jaguar. The decade firmly established Jaguar as a high performance sports car manufacturer. There were two related factors that made the fifties so important to Jaguar and clearly set a path for its future; the XK120 and the Le Mans victories. Much has been written about both. The events of the first year of the decade, 1950, are often over shadowed by the Le Mans victories of subsequent years. When I was a boy I could easily rattle off the years of those victories; 1951, 1953, 1955, 1956 and 1957. Those victory years even show up on some Jaguar emblems during the decade. They were immensely important to Jaguar. But without certain events unfolding as they did in the year 1950, those victories and the path forward they defined might not have happened.



As the forties drew to a close Jaguar was not exactly where William Lyons had anticipated. The Mark VII Saloon which was designed to showcase the newly developed XK engine was still not ready. Instead an unplanned and hastily constructed sports car named the XK120 was introduced at the 1948 Motor Show to showcase the engine. It immediately became the hottest car in the world. Plans for a limited run of 200 were quickly tossed aside as orders taken at the show exceeded that number. By the end of the forties the XK120 had not only proven itself to be the fastest car in the world by setting a speed record of over 132 mph on a Belgian highway, it had won its first competition outing, at Silverstone, in front of the English motoring press. That victory served to further increase demand for this magnificent sports car. Setting a record and winning a race in England certainly established some performance credibility in the home market, but the car would also have to prove its mettle in the important North American market. The opportunity for that presented itself rather quickly. The newly formed Sports Car Club of America (SCCA) scheduled a race on the streets of Palm Beach Shores Florida for January 3rd 1950. The North American Jaguar distributors, eager to demonstrate the XK120's competition performance to the SCCA crowd, looked to Jag-

uar. The second place car from Jaguar's one-two sweep at the Silverstone race, chassis 670001 (the second right hand drive XK120 built), was shipped to New York for Max Hoffman, Jaguar east coast distributor, to enter in the Florida race. Leslie Johnson, who had driven the winning car at the Silverstone race, and one of Jaguar's top mechanics, John Lea, were flown to New York and made their way down to Palm Beach Shores. Problems with the local residents almost caused the race to be cancelled, but at the last minute it was moved to a hastily prepared 2.1 mile circuit on the privately owned Singer Island. The Jaguar was going to be up against pretty stiff competition from the American entrants. Heavily favored was a flat-head Ford powered Duesenberg that had raced at Indianapolis. Another favorite was Briggs Cunningham's Cadillac powered Healey. There were also Allards, MG-TDs and Healey Silverstones in the thirty-five car field. The field was led on a pace lap by Max (always the showman) Hoffman driving one of the first XK120s to be imported to North America. The start, when Max pulled over, was described in the Auto-car magazine race report: *"In a subtropical setting of waving palms, sand dunes and stucco architecture, the raucous pack of 35 cars was on its way, jockeying towards the first of ten sharp corners that graced every two-mile lap."* The report went on to describe Johnson's race: *"Leslie Johnson, driving with his usual artistic precision, nosed his red Jaguar into the succession of murderous corners to such good purpose that by the 12th lap he was in second place and going like a train."* Unfortunately the tight track did not leave long enough straight sections for the XK120's brakes to cool down and the Jaguar began to suffer brake fade. Johnson was soon passed by Cunningham's Healey and George Rand's Ferrari to ultimately finish in fourth place. Not a bad showing for a production sports car against heavily modified and purpose built racecars. The XK120 on its initial race outing in the states didn't take home the first place trophy. However Max Hoffman had put up a trophy for the highest placed British car and Donald Healey offered one for the highest placed production car. The Jaguar collected both of them and they were displayed prominently with the car on the Jaguar stand at the New York Auto Show a few months later.



Speaking of Things Jaguar - August 2022 (continued)

After the race, the red XK120 was delivered to its new owner, Jack Rutherford, who went on to race it later that year at Bridgehampton, New York. He holds the distinction of owning the first used Jaguar “works” race car. It would take another ten months for the XK120 to record its first racing victory in North America. This time it would be on the west coast at the hands of a twenty-two year old mechanic who worked for International Motors in Los Angeles. His name was Phil Hill and he, like the Jaguar he drove, would become legendary in the world of motorsports. When Phil started at International Motors he was sent over to Europe to apprentice at several of the manufacturers for whom International Motors held distributorships. He spent time at Rolls Royce, MG, SU, and Jaguar. While at Jaguar he was smitten with the new XK120. He bought a black, alloy bodied, XK120 (chassis 670138) and had it shipped home with the intention of racing it. Shortly after his return he heard that the SCCA was organizing a sports car race through the Del Monte forest near Pebble Beach on the Monterey peninsula. Phil prepared the XK120 for racing by replacing the windscreen with a make-shift wind deflector on the driver’s side and removing any unnecessary weight. He drove the car 300 miles up to Pebble Beach for the race. The mixed field at Pebble Beach on November 5th 1950 included three Jaguar XK120s, a Cadillac powered Alard J2, several flathead Ford powered specials (including a V8 powered MG TD), a bevy of MG TDs and a supercharged Crosley Hotshot driven by Henry Manning III. Henry Manning III would go on to become a world renowned motorsports journalist. He is best known for his long standing “At Large with Henry Manning” monthly column in Road & Track magazine. Just before the race the clutch in Hill’s Jaguar became stuck in the engaged position. He had to start at the back of the field and have a push to get moving when the flag dropped. The rest of the cars were already entering turn one when he finally got started. Shifting without the aid of a clutch, Phil raced the Jaguar into turn one a bit too hot and had to use the escape road. He reentered the track, started after the pack, and began reeling in the cars ahead of him, lap by lap.



As the race progressed, the brakes on the Jaguar started to seriously fade. Driving in only his third race and first on an actual road course, he was shifting without a clutch and abusing his tires to scrub off speed entering the turns. While not the optimal of driving styles, Phil Hill’s superior driving skill and the performance capabilities of the XK120 were enough to put the Jaguar in the lead on the final of the twenty-five laps. Victory for the Jaguar XK120 in North America! Actually, had Phil Hill not been able to wrestle his car into the lead on the last lap, Jaguar would still have had its first North America victory as the last car he passed was Don Parkinson’s XK120.



Already established as a beautiful and sleek sports car in the all-important North American Market, the Jaguar XK120 had now shown its performance and race winning potential as well.

Despite his past motorcycle competition experiences, William Lyons was not necessarily enamored with motorcar racing. He knew the XK120 was a fast roadster and some owners were going to race their cars, but initially did not see the value of factory involvement. The story of how that started to change involved some amateur drivers with XK120s in a minor race in Belgium. They had made a rather poor showing. The Belgium Jaguar distributor, Joska Bourgeois (AKA Madame Jaguar) was not pleased with such embarrassment. She resorted to incessantly heckling Lyons about it over the phone. This, along with some serious bullying by his engineering staff led him to authorize the engineering team to create a competitions department and prepare six competition XK120s for selected “private” entrants to use in a variety of events across Europe. Chassis 660040 (Leslie Johnson), 660041 (Nick Haines), 660042 (Peter Walker), 660043 (Clemente Biondetti) and 660057 (Tommy Wisdom) were all intended for racing. The Biondetti car was held in factory ownership due to his Italian citizenship.

Ian Appleyard, who had successfully driven an SS100 in

Speaking of Things Jaguar - August 2022 (continued)

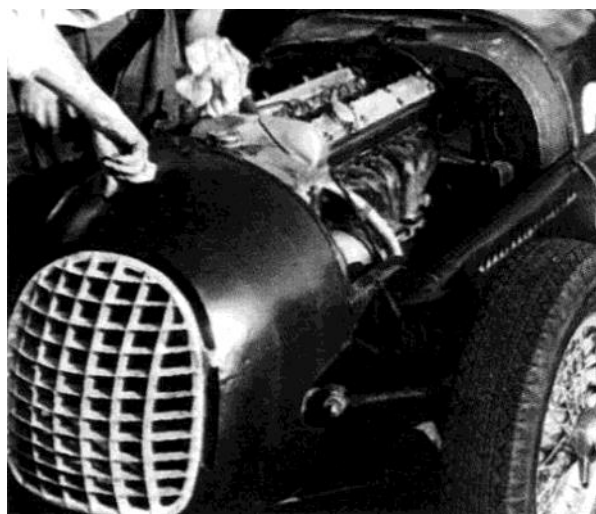
the Alpine Rally and had recently become William Lyons son-in-law, was given the sixth car, chassis 660044 (registered NUB 120) to compete in rallies. Ian and his wife Patricia drove NUB 120 to many rally victories across Europe. NUB 120 is often referred to as “The world’s most famous XK120.”



Clemente Biondetti was, at the time, a well known, but aging, Italian road racing ace. He had won the Mille Miglia, a 1000 mile Italian road race run from Rome to Brescia and back on public roads, no less than four times in Alfa Romeos and Ferraris. As happened with many drivers who drove for Ferrari, he became disenchanted with the ways of his countryman, Enzo Ferrari. He wanted to use the Jaguar to teach Ferrari a lesson. His first race in the XK120 was the Targa Florio. The Targa Florio was one of the oldest road races, started in 1906. It was run on public roads through the mountains of Sicily. The XK120 was quite competitive, running second to Alberto Ascari's Ferrari when the number three connecting rod in the XK engine broke and ended his race. While the Targa Florio didn't result in a Jaguar victory, the connecting rod failure resulted in a Jaguar factory policy of all XK engine connecting rods being crack tested before assembly. Jaguar entered four cars in the 1950 Mille Miglia with Tommy Wisdom, Nick Haines, Leslie Johnson and Biondetti as entrants and drivers. High hopes were placed on the experienced Biondetti. Unfortunately a broken spring and overheating problems left Biondetti finishing eighth. Tommy Wisdom did not finish with a jammed gearbox and Haines got lost and took too much time to be considered having finished at all. However, Leslie Johnson finished in fifth place to become the best placed British car ever in a Mille Miglia.



After the Mille Miglia race, Biondetti asked to purchase chassis 660043 and was denied; he asked to purchase the replacement engine from the car and was denied. He was, however, given the blown engine from the Targa Florio race. Biondetti rebuilt that XK engine and placed it in the chassis of a Ferrari 166. The 166 was same model Ferrari in which he won the Mille Miglia in twice. He entered his Jaguar Ferrari Special in the 1950 Italian Grand Prix. This would be the first Jaguar powered car to race in a Formula 1 Grand Prix. It would, of course, not be the last. Unfortunately he didn't finish the race due to engine problems.



Of all of the motor car competitions across Europe there is one that stands well above all others in terms of prestige and winning credibility; the Le Mans 24 Hour endurance race. The race had been held each June since 1923 until it was suspended in 1940 due to the war.

Speaking of Things Jaguar - August 2022 (continued)

When the race resumed in 1949, Lyons did not have much interest. However, while still holding some indifference to the value of racing to his business, the competitive performance the XK120 was perhaps starting to erode that perspective. At the urging of his newly established competitions department, Lyons authorized three of the six “private” works cars to be entered in the Le Mans race for 1950; Chassis 660040, 660041 and 660042. While the cars were all works prepared, they were entered as “Private Entries”. Preparations included installation of special Lockheed clutches, larger Newton-type dampers, hand selected electrical components and water pumps, and new halfshafts. The differential ratios were changed from 3.64:1 to 3.27:1. Standard manifolds and SU carburetors were used. Several items out of the XK120 accessory catalogue were also fitted; lightweight bucket seats, aero screens, cowl mirrors and 24 gallon fuel tanks. The rear spats were removed and twin spotlights on either side of the grill were added.



Overlooked, unfortunately, were the brakes which had been shown in previous competitions to be a weak spot. Peter Clark, a seasoned Le Mans racer, after driving one of the XK120s expressed concern that the brakes were not even suitable for fast road driving, let alone racing. He said that during his pre-race experience in the Jaguar he spent most of his time helping the mechanics try different combinations of brake drums, linings and adjustments to achieve a balance between stopping power and wear. There was also some discussion regarding the brake linings. One of the drivers, Bert Hadley, requested harder Ferodo VG95 linings, while the others used softer Mintex 14 linings.

The driver lineup was a fairly skilled and seasoned group. Leslie Johnson had driven an Aston Martin DB2 in the 1949 Le Mans race and had driven the XK120 to its first victory at Silverstone. Driving car number 17, chassis 660040 (registration JWK 651), Johnson was paired with Bert Hadley who was also a very seasoned race driver. The number 16 car, chassis 660042 (registration JWK 977), was entered by Peter Walker, a very experienced race driver. Walker was originally scheduled to drive, but had to be replaced at the last minute due to some personal commitments. The number 16 car was driven by Peter Whitehead and John Marshall.

Whitehead had raced ERAs both before and after the war and had raced in Formula One with his own Ferrari painted British Racing Green. John Marshall owned a garage in Shepperton and had experience racing Lagondas and Amilcars at Goodwood. The third car, number 15, chassis 660041 (registration MGJ 79), was entered by Peter Clark. Clark was paired with Nick Haines. Both drivers had competed in previous Le Mans races. Frank Raymond Wilton “Lofty” England, who had been hired back in 1946 to manage the service department, was given the task of organizing the team of “private” entrants.

The field of sixty cars for the 1950 Le Mans 24 hour race was a mix of converted grand prix cars, production sports cars, and a bevy of small French cars competing for the Index of Performance trophy. The Index of Performance is a complex formula used to determine the highest percentage of minimum required distance covered per classification. This formula was designed to be advantageous to the small displacement French DB Panhards, Renaults and Simcas. Among the notable entrants were two Cadillacs entered by the American Sportsman Briggs Cunningham; one of which was the infamous “le Monstre”. “Le Monstre” was a streamline bodied Series 61 Cadillac that the French organizers felt was so ugly that they called it “le Monstre”. I have seen it; it is truly ugly.



Ferrari was well represented. Luigi Chinetti, the 1949 winner, was back as both entrant and driver with two of the latest Ferrari 195 S models and there were three Ferrari 166s privately entered. Also on the grid were a pair of Talbot-Lagos (Grand Prix cars that were converted to two-seaters), an Allard J2 and a factory entered Gordini piloted by a pair of Argentine drivers. One of the Gordini drivers was Juan Manuel Fangio who would go on to win his first of five Formula One World Championships the following year. Three British manufacturers were represented with factory entries; Jowett Cars Ltd, Healey Motors Ltd and Aston Martin Ltd.

The 8.4 mile track, made up of closed public roads, had been resurfaced since the 1949 race and speeds well over 130 mph were recorded on the 3.5 mile Mulsanne straight. The cars were lined up for the start according to engine displacement. The drivers were lined up

Speaking of Things Jaguar - August 2022 (continued)

across the track from their cars. At 4pm on June 24, 1950 the French tri-color flag dropped to start the second post-war Le Mans 24 Hour endurance race. The drivers sprinted across the track and first away was Tom Cole in Sydney Allard's Allard J2. Last away was Fangio's Gordini. At the end of the first lap Ray Sommer's Ferrari was in the lead followed by the Allard, a Talbot-Lago and Jaguar #16 with Peter Whitehead at the wheel. At the end of two hours the Jaguars were running sixth (#16 Whitehead), seventh (#17 Hadley) and twelfth (#15 Nick Haines). The brakes at this point were beginning to be problematic as the #16 Whitehead car spent seven minutes in the pits having the brakes adjusted on all four wheels. At four hours the lead Jaguar (#16 Whitehead) was in tenth place behind the Talbot-Lagos, the Ferraris and the Allard. At midnight Johnson had worked the #17 car up to fourth place as he handed it over to Hadley for his second stint.



The other Jaguars were running in eleventh and fifteenth place. In the early morning hours the Ferraris started to fade and drop out, leaving the Talbot-Lagos firmly in command. At the halfway mark the Talbot-Lagos cars were running one-two with the #17 Jaguar seven laps back in third place. As the sun came up, the lead Talbot-Lago was in for a lengthy pit stop. The driver, Louis Rosier, repaired a broken rocker shaft himself and sent his son and co-driver, Jean-Louis, out for two laps while he cleaned up and ate some bananas. This moved the #17 Jaguar, with Johnson driving, up into second place. Clearly the harder brake linings were making a difference. By 9am Rosier had his Talbot-lago back in the lead when he was struck by an owl that smashed his windscreen and gave him a black eye; he continued on. At noon the two Talbot-Lagos continued to dominate. Johnson in the #17 Jaguar was three laps behind in third place, a lap ahead of the Nash Healy of Tony Rolt. With just three hours to go, while running solidly in third place, the center plate of the clutch in the #17 Jaguar broke leaving the car stranded. Its race was over.



The cause of the clutch failure has been debated over the years. Some say it was because Johnson had done some very spirited standing starts prior to the race which may have weakened the clutch, others blame it on excessive engine braking due the failing brakes. I suspect both contributed.

The two Talbot-Lagos finished first (Rosier) and second followed by the Allard and the Nash-Healey. The two remaining XK120s finished the race twelfth (#15 Nick Haines/Peter Clark) and fifteenth (#16 Peter Whitehead/Johnny Marshall).



Speaking of Things Jaguar - August 2022 (continued)

With only twenty-nine of sixty cars finishing the race, twelfth and fifteenth were actually a fairly respectable showing. Overall it was a great day for British cars with fourteen of sixteen entered finishing the race. Five of the top ten cars were British.

After returning to England, Leslie Johnson wrote up a full report for William Lyons. Lyons had not attended the race; choosing rather to be on the Isle of Man for the motorcycle races. Still harboring some indifference regarding the value of factory supported motorcar racing, he did not want his presence to imply his and Jaguar's support of the "privately" entered Jaguars. The three cars were returned to the factory to be readied for the production car race at Silverstone in August.

In July, between Le Mans and the August Silverstone race, the Appleyards drove NUB 120 to not only first overall in class, but also best overall and the *Coupe des Alpes* trophies at the International Alpine Rally. Thus proving the capabilities of the XK120 in the rugged international rallies.



Prior to the Silverstone race Lyons was approached by none other than Tazio Nuvolari with a request to drive one of the XK120s in the race. Nuvolari is felt by many to be the greatest race driver of all time. He was known as "the Maestro". His desire to race an XK120 was quite an endorsement of the car's growing competition reputation. Nuvolari drove a few laps in practice. He was quite quick and well pleased with the car, but his failing health made him too weak to compete in the race. Those few laps in the XK120 would be his last in a race car.

Still stinging from having none of his cars finish at Le Mans, Enzo Ferrari entered a two liter Ferrari 166 MM with Alberto Ascari as driver. The entrants were run in two classes; under two liters and over two liters displacement. While the Jaguars of Peter Walker and Nick Haines finished first and second in their class, the overall winner was Ascari in the Ferrari.

Ferrari did not show up at the Tourist Trophy race at

Dundrod, Northern Ireland the following month, but Jaguar did. Leslie Johnson, Nick Haines and Peter Whitehead all brought the ex-Le Mans cars and Tommy Wisdom also brought his. Wisdom offered the drive to a young relatively unknown driver named Stirling Moss. Only three of the Jaguars would start the race as Haines crashed his in practice. The three hour race was run in what has been described as appalling conditions with pouring rain and high winds. Moss, on the eve of his twenty-first birthday, drove an epic race. Leading from early in the race and averaging over 75 miles per hour he finished a full mile ahead of Johnson in the second place Jaguar. Later Moss would call the Dundrod race his first serious sports race and one of his greatest victories. William Lyons was so impressed with Moss's drive that after the race he offered him a position as one of Jaguars drivers.



At the 1950 London International Motor Show, held October 18-28 at Earls Court, William Lyons was finally able to debut his 100 Mile per Hour Saloon for which the XK engine as designed; the Mark VII (Mark VI was skipped because Bentley already had a Mark VI in its lineup).



Speaking of Things Jaguar - August 2022 (continued)



As stunning as the Mark VII was on the center stage, the hastily designed and constructed and now race proven XK120 was again the real star of the show, at least with the sporting crowd. While the London show was in progress, Stirling Moss joined Leslie Johnson at a high banked oval race track in Montlhéry, France to attempt to set a speed and endurance record. On October 24th 1950, driving Johnson's own XK120 roadster, JWK 651(chassis 660040), Moss and Johnson each drove three hour stints to set a record of the first production car to average over 100 miles per hour for twenty-four hours. They covered 2579.16 miles at an average speed of 107.46mph. Their best lap was 126.2mph.



Johnson, Moss et al at Montlhéry, 1950

Whether it was news of this record being set, Moss's extraordinary victory at Dundrod, Hill's victory in the states, the decent showing at Le Mans in June or just the constant bullying of the engineering team is not known, but for one or perhaps all of those reasons, Lyons had a change of heart regarding the value of factory backed racing. Another factor may have also played a role; publicity. While he never really became enamored with motor racing as an enthusiast, he knew that publicity was at least as valuable as advertising, perhaps even more so. He was convinced the value of

newspaper and magazine column inches generated by a win at Le Mans could certainly be measured in terms of millions of pounds. Lyons was ready to make the investment to win Le Mans. He gave Bill Heynes the nod to construct a purpose-built true competition version of the XK120; the XK120C.

Heynes quickly put together a team to build the XK120C which would come to be more familiarly known as the C-Type. Bob Knight built a tubular chassis around a highly modified XK engine and Malcolm Sayer, who had a background in aeronautics, designed one of the most beautiful automotive shapes ever. Lofty England was given the task of assembling and managing a team of the best available drivers, which included Stirling Moss. Their task was clear; win Le Mans!



From William Lyons hesitancy to allow entry of the XK120 in a local production car race, to preparing for an all out assault on the world's most prestigious motor car race, the year 1950 proved to be a pivotal period in Jaguar's history. "Jaguar's Racing Heritage" is said to be in the heart of every Jaguar. That Racing Heritage had its foundation in 1950. What if the Mark VII been ready in time, would the XK120 have even been built? What if Lyons had not been willing to provide a few competition prepared XK120s for some talented race car drivers to compete as private entrants? What if he had not given the go-ahead to build the C-Type? What if he had not been moved from indifference to deciding he wanted Jaguar to win at Le Mans? I don't know the answer to any of those "What ifs", but I do know that if any of those turning points in 1950 had unfolded differently, William Lyons might not have been able to say "My proudest moment was in 1951 when my Jaguar first won the Le Mans 24-hour race." And your Jaguar might not have Jaguar's Racing Heritage in its heart.

Enjoy Your Jaguar!

Paul T

2023 Cars of DVJC Wall Calendar

As we motor along in the second half of 2022, it is time once again to downshift and plan for the annual DVJC Wall Calendar. The 2023 edition will be the third consecutive year for this club undertaking, which has so far been very well received. We certainly hope everyone has enjoyed the 2022 edition, and that it has occupied a special place in your home, office or garage this year. All of our current members receive a copy at year end, and we keep a supply on hand to furnish to new members as they join us throughout the year.

We appreciate that, even in these digital times, you may well receive multiple display calendars from automotive sources such as dealers, parts suppliers, and the like. Accordingly, we strive mightily to make the DVJC calendar unique and special by featuring high quality photos of interesting cars which, most importantly, belong to our members only. In 2022, we have also been fortunate to include a short feature in each monthly edition of the *Purr* regarding the story each month's calendar car has to tell.



We invite you to become part of the calendar project by submitting a photo of your Jaguar for consideration by our calendar committee to include in the 2023 edition. Photos must be in high resolution digital format of at least 8 x11 at 400 dpi. (Most smart phones will provide the level of clarity needed.) They should be submitted via email to our calendar committee Chairman, Paul Trout, at pgtgt@aol.com by November 1, 2022. Members may submit up to three photos each. Photos to be used in the calendar will be selected by the calendar team on the basis of quality, composition, creativity, and representation of the "Art of Performance". We also make a concerted effort to assure that as many different Jaguar models as possible are represented.

This is a great opportunity to have your prized Jaguar immortalized in DVJC history, not to mention contribute to the provenance of your automobile! Clearly, your acquisition of such a fine piece of kinetic art speaks to your eminent good taste in motor vehicles. Here is your chance to share your photographic creativity as well as your appreciation of classic or modern Jaguars, as the case may be. Frankly, we are looking forward to having to make difficult decisions selecting twelve monthly calendar shots from among many great submissions! Thank you all in advance for helping us out with that.



The road to the top is smoother in a car that belongs there by birthright. Such a car is Jaguar's 2-door coupe, the XJC.

Being a Jaguar through and through, the XJC coupe handles like a sports car. It has independent suspension and power disc brakes on all four wheels and very responsive rack and pinion steering. Automatic transmission is standard.

The XJC is also true to its sporting Jaguar heritage in offering you a choice of two superb powerplants. You may order the car with either the famous double-overhead cam LeMans Six, or the astonishingly smooth and powerful 5.3 litre V-12—an electronically fuel-injected version of the engine that powered Jaguar to the SCCA National Championship in B Production.

Inside, many Jaguar amenities are ready to make your trip to the heights notably comfortable. The dashboard is panelled in rich natural burl walnut, the seats faced in topgrain leather. The air condi-

tioning is thermostatically controlled; it regulates itself to your preferred temperature. And it's standard, like all Jaguar luxuries including the AM/FM radio and 8-track stereophonic tape deck.

Even the warranty coverage is extraordinary. For 12 months, regardless of mileage, Jaguar will replace or repair any part of the car that is defective or that simply wears out, provided only that the car is properly maintained. The only exceptions are the tires, which are warranted by the tire manufacturer, and spark plugs and filters, which are routine replacement items. Even then, if they are defective, Jaguar will pay to replace them.

There is never much room at the top. Yet this uncommon luxury car has indisputably found a place there. Find out why. Drive the quick, responsive and very luxurious Jaguar XJC soon. Call these numbers, toll-free, for the name of the dealer nearest you: (800) 447-4700, or, in Illinois, (800) 322-4400. British Leyland Motors Inc., Leonia, N.J. 07605.



Jaguar

Editors note: Two of our members who own versions of this wonderful automobile recently made contact. I thought this ad would be appropriate and further their conversation.

Recognizing 1965 E-Type Changes

By: "E" Alan Karpovitch

For the March 2022 edition of the Jaguar's Purr, I wrote an article about recognizing 1967 E-Type changes that happened in that specific year, because that is the year I own. The April thru July articles covered 1961 thru 1964, and closed out the series 1(3.8) cars. Exterior-wise, the series 1(3.8) looks the same as the series 1(4.2) excepting the badges on the boot, which besides telling the viewer it is a "JAGUAR", it has a "4.2", as well as an "E- TYPE" chrome label. This, of course, excludes the exterior latches found on the very early cars.

The production for the model year 1964 Series 1(3.8) engines ended 10 August 1964. A new series of chassis serial numbers started, and the earliest new car was produced 12 August 1964. Production was slow for the rest of calendar year 1964 with only 1108 cars. Many dealers and owners consider all these new style 1964 late built 4.2's as 1965 models. Most were registered that way, depending on the dealer, country, and possibly the owner's preference.

Here are the Chassis numbers for the 1964 Series 1(4.2) built cars:

OTS LHD=1E 10001-1E 10440 with as few as 14 reg as 1964.

OTS RHD=1E 1001-1E 1077 with as few as 11 reg as 1964.

FHC LHD=1E 30001-1E 30453 with as few as 25 reg as 1964.

FHC RHD=1E 20001-1E 20138 with as few as 18 reg as 1964.

Here is an overall summary of the Series 1(4.2 liter) car:

They were produced 1965-1968 with a larger bore 6 cylinder XK engine continuing with 3 SU carburetors and a new 4 speed manual fully synchromesh gearbox (EJ type). They had the same independent rear suspension with inboard rear disk brakes on the same monocoque chassis.

Length= 14' 7.3125"; width= 5' 5.25"; Ground clearance 5.5"; Fuel capacity=16.75 gal.

Weight= 2530 lbs (OTS)//2600 lbs (FHC); List price= \$5840.00 (OTS)//\$6140.00 (FHC).

In 1965, just like the preceding four years, there were two body styles: Open Two Seater (OTS) and Fixed Head Coupe (FHC). Although most reference books define OTS as Open Two Seater, some define it as Open Touring Sport. Both body styles were available in LHD or RHD, and all Series 1(4.2) within a given model year used the same engine, body panels and doors, monocoque chassis, tubular engine framing, and suspension components. Therefore, a RHD to LHD conversion, or visa versa, can be done (and has been, although rare). All these cars were built at Browns Lane, Coventry, on two assembly lines, with the same components. (Just installed differently). I recently learned the steering rack was different on LHD vs RHD.

The new series 1(4.2) had a larger engine displacement, a better gearbox, better brakes, and better seats. Here is a comparison of the two engines:

Earlier engine-: 3781 cc (230.7 cubic in).

Bore-: 87 mm x 106 mm stroke.

265 BHP (gross) @ 5500 RPM.

Most cars came with 9:1 compression, but 8:1 pistons were also available.

Max torque 260 ft-lbs @ 4000 RPM.

Red line on Tachometer 5500 RPM.

Later engine-: 4235 cc (258.4 cubic in).

Bigger bore-: 92.07 mm x same 106 mm stroke.

Same 265 BHP(gross) @ 5400 RPM.

Most cars came with 9:1 compression, but 8:1 pistons were also available.

Max torque 283 ft-lbs @ 4000 RPM.

Red line on Tachometer 5000 RPM.

Interestingly, the exterior of the blocks were very similar dimensionally, although both have large raised numbering on the right side with either "3.8" or "4.2". Not the inside! The larger bore size in each cylinder was not just bored out. Instead, the spacing of each bore changed, along with the crankshaft. However, the head was not changed! The combustion chambers in the head concentrically do not line up with each respective cylinder bore. This seemed to have no effect on performance, and saved a lot of money not de-

Recognizing 1965 E-Type Changes (cont'd.)

signing a new head. Head gaskets are different. Jaguar continued to make the XK in-line 6 cylinder dual overhead cam engine until 1987.

MODEL YEAR 1965 easily spotted changes:

1) Starting 12 August 1964 (after completing all 15,493 Series 1(3.8) cars), the header tank was changed for the new engine. The easily recognizable change is the thermostatic otter switch which controls the electrical fan was moved from the top of the tank to the front of the tank. (and more difficult to see, and change out). The old header tank ended:

LHD chassis- 881886(OTS)//890872(FHC);
RHD chassis- 850943(OTS)//861799(FHC).

2) Starting 12 August 1964 (after completing 15,493 cars), A new all synchromesh gearbox was installed. This is easily spotted if the proper gearshift knob is installed. The old moss box had a pear shaped gearshift with reverse to the left and up. The newer style has a round shaped gearshift with reverse left and down. Starting:

LHD chassis- 1E10001(OTS)//1E30001(FHC);
RHD chassis- 1E1001 (OTS)//1E20001(FHC).

3) Starting 12 August 1964 (after completing 15,493 cars), the electrical system was revamped from a positive ground generator (dynamo) system to a negative ground alternator system. If you are a details person, you can tell by looking at the unit. Otherwise, look for the yellow tag on the heater box. Starting:

LHD chassis- 1E10001(OTS)//1E30001(FHC);
RHD chassis- 1E1001 (OTS)//1E20001(FHC).

4) Starting 12 August 1964 (after completing 15,493 cars), the brake actuation system was changed from a Kelsey-Hayes bellows vacuum servo system to a Lockheed vacuum servo system. Jaguar already had experience with this, as it was installed on the 1963 competition E-Types. Starting:

LHD chassis- 1E10001(OTS)//1E30001(FHC);
RHD chassis- 1E1001 (OTS)//1E20001(FHC).

5) Starting 10 December 1964 (after completing 870 series 1(4.2) cars), the gear lever leather gaiter with chrome trim and rivets was changed to a corrugated rubber boot. Starting:

LHD chassis- 1E10360(OTS)//1E30350(FHC);
RHD chassis- 1E1061 (OTS)//1E20103(FHC).

6) Starting 8 March 1965 (after completing 2,111 series 1(4.2) cars), the glass windscreen washer reservoir was switched to a cream colored plastic. Starting:

LHD chassis- 1E10754(OTS)//1E30825(FHC);
RHD chassis- 1E1165 (OTS)//1E20371(FHC).

7) Starting 14 September 1965 (after completing 2,725 series 1(4.2) FHC cars), a mirror was added to the passenger sun visor on the FHC. Note OTS did not have sun visors at this time, but will get them added later. Starting:

LHD chassis- 1E31788(FHC);
RHD chassis- 1E20939(FHC).

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REF 1- One of my favorite reference books is "Factory-Original Jaguar E-TYPE". It was written by Anders Ditlev Clausager, who was the archivist for BL Heritage and the Jaguar Daimler Heritage Trust from 1979-2012.

REF 2 - The JCNA website has the Judge's Guide for Series 1 posted. It covers 1961 thru 1967. It references some changes and their respective chassis numbers.

REF 3 - My go to reference is XKEDATA.com. Approximately 30% of E-Type owners have their cars registered. Researcher beware, an owner sometimes types in the wrong data, or could post a recent (modified) photo of his car that is not original.

REF 4 - Dr Thomas Haddock has 2 excellent books. "Jaguar E-Type Restoration Guide", and "Jaguar E-Type Originality Guide", which documents many changes with pictures.

REF 5 - Philip Porter has an excellent book, "Jaguar E-Type, the Definitive History".

Happy motoring!!!

# Recognizing 1965 E-Type Changes (cont'd.)

For the purposes of the production numbers in the tables below, a model year was produced until December, and the next model year started 1 January, unless another date is listed. It should be noted a car assembled in the fall and then delivered in the next year might/might not be registered as a newer model

year, depending on the country and dealer, and even the owner's preference. (Nobody wants to buy last year's model, at full price). These two tables will be recurring in the next several articles on the follow-on Series 1(4.2) model years.

**TABLE 1: SERIES 1(4.2) LITER E-TYPE PRODUCTION, by total chassis numbers**

| <u>YEAR</u>          | <u>TOTAL</u> | <u>OTS LHD</u> | <u>OTS RHD</u> | <u>FHC LHD</u> | <u>FHC RHD</u> | <u>2+2 LHD</u> | <u>2+2 RHD</u> |
|----------------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1964(from 8/12/64)   | 1108         | 440            | 77             | 453            | 138            |                |                |
| 1965                 | 5311 (+2)    | 1907           | 357            | 2020           | 1014(+2)       | 9              | 4              |
| 1966                 | 6957         | 2124           | 270            | 1598           | 318            | 1976           | 671            |
| 1967 Ser 1.0         | 726 [+32]    | 78 [+18]       | 159            | 48 [+7]        | 111            | 31 [+7]        | 299            |
| 1967S1.25(fm1/11/67) | 2585 <-32>   | 1430 <-18>     | 0              | 463 <-7>       | 0              | 692 <-7>       | 0              |
| 1968 S1.5(from 8/67) | 6232 (+1)    | 2388           | 320            | 1232           | 375            | 1512(+1)       | 405            |
|                      |              |                |                |                |                |                |                |
| TOTAL                | 22919 (+3)   | 8367           | 1183           | 5814           | 1956(+2)       | 4220(+1)       | 1379           |
|                      |              |                |                |                |                |                |                |
|                      |              |                |                |                |                |                |                |

## KEY

(+ numbers)--indicated additional chassis numbers allocated, but not produced.

[+ numbers]--Since all cars made Jan-July 1967 did not go to US market and some still maintained closed headlights, the quantity of Series 1.0 produced is more than "Last Chassis" minus "First Chassis" allocated.

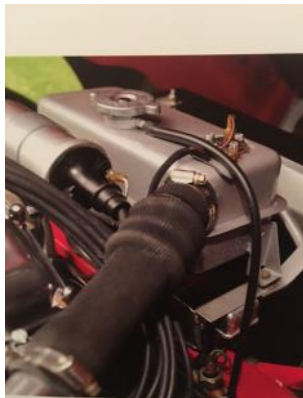
<- numbers>--Since all cars made Jan-July 1967 did not go to US market and some still maintained closed headlights, the quantity of Series 1.25 produced is less than "Last Chassis" minus "First Chassis" allocated.

**TABLE 2: Series 1 (4.2) CHASSIS NUMBERS ALLOCATED**

| <u>YEAR</u>   | <u>CHASSIS #</u>        | <u>OTS LHD</u> | <u>OTS RHD</u> | <u>FHC LHD</u> | <u>FHC RHD</u> | <u>2+2 LHD</u> | <u>2+2 RHD</u> |
|---------------|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1964          | 1 <sup>st</sup> Chassis | 1E10001        | 1E1001         | 1E30001        | 1E20001        |                |                |
|               | Last Chassis            | 1E10440        | 1E1077         | 1E30453        | 1E20138        |                |                |
| 1965          | 1 <sup>st</sup> Chassis | 1E10441        | 1E1078         | 1E30454        | 1E20139        | 1E75001        | 1E50001        |
|               | Last Chassis            | 1E12347        | 1E1434         | 1E32473        | 1E21154        | 1E75009        | 1E50004        |
| 1966          | 1 <sup>st</sup> Chassis | 1E12348        | 1E1435         | 1E32474        | 1E21155        | 1E75010        | 1E50005        |
|               | Last Chassis            | 1E14471        | 1E1704         | 1E34071        | 1E21472        | 1E76985        | 1E50675        |
| 1967 Ser 1.0  | 1 <sup>st</sup> Chassis | 1E14472        | 1E1705         | 1E34072        | 1E21473        | 1E76986        | 1E50676        |
| 1967 Ser 1.0  | Last Chassis            | 1E14531        | 1E1863         | 1E34112        | 1E21583        | 1E77009        | 1E50974        |
| 1967 Ser 1.25 | 1 <sup>st</sup> Chassis | 1E14532        | 0              | 1E34113        | 0              | 1E77010        | 0              |
| 1967 Ser 1.25 | Last Chassis            | 1E15979        | 0              | 1E34582        | 0              | 1E77708        | 0              |
| 1968 Ser 1.5  | 1 <sup>st</sup> Chassis | 1E15980        | 1E1864         | 1E34583        | 1E21584        | 1E77709        | 1E50975        |
| 1968 Ser 1.5  | Last Chassis            | 1E18367        | 1E2183         | 1E35814        | 1E21958        | 1E79221        | 1E51379        |
|               |                         |                |                |                |                |                |                |



# Recognizing 1965 E-Type Changes Photos



3.8 header tank



4.2 header tank



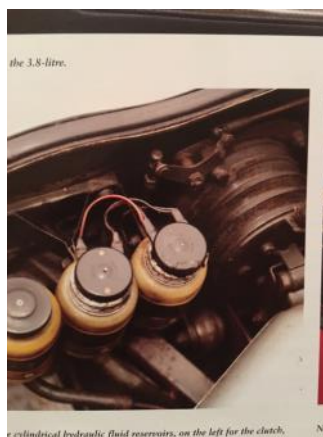
3.8 gear shift



4.2 gear shift



4.2 negative ground tag



Kelsey-Hayes brake bellows



Lockheed vacuum servo



3.8 leather gaiter



Newer rubber boot



Glass windscreen washer



Plastic reservoir

# CLASSIFIED



## Parts for Sale

Parts shown in the photos are for sale. Console covers, badges and door handle are \$20. All other parts are \$10.

Steve Schultheis 484-885-9259 or [sas@autospca.com](mailto:sas@autospca.com)

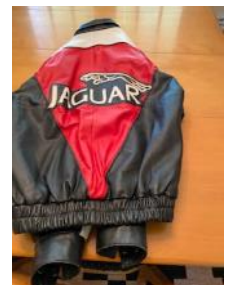


## Jaguar Items For Sale

E-Type Cookie Jar, one of a kind—\$250  
Demo Production Jacket, large, one of a kind—\$495  
Jaguar Phone, 1 in box \$150, 2 without box, \$125 each.  
Scarf, mild staining, make an offer.

Other items available.

Contact: Alan Aptner  
[alfamail654@gmail.com](mailto:alfamail654@gmail.com)  
215-630-5904



## NOS Parts for sale:



Set of NOS rotors (including original boxes) for 1996-2002 XJ8  
Set of NOS brake pads (see photo for part number)

contact Joe Lorini at  
[jlorini52@gmail.com](mailto:jlorini52@gmail.com)  
for price and availability



# CLASSIFIED

## 1976 Jaguar XJ6L



Classy Jaguar XJ6 L (Long wheel base - Limo Style)

Excellent condition

One owner since new from famous Arlen Specter-  
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Steve's cell: 484-885-9259



## ***DVJC SPECIAL OPPORTUNITY***



DVJC is offering a special purchase for club members - a Jaguar Throw Blanket. The 50"x60" knit blanket is made from A 75% cotton and 25% acrylic blend, weighs 3 1/2 pounds, is machine washable, and is made in the USA. The manufacturer requires a minimum order of 12 pieces. The cost is \$80 each, including tax. There will be no shipping charges as the blankets will be distributed at club events and the Holiday Party. A sample blanket will be on display for your review at most club events through the month of October. The deadline for ordering is October 31, 2022. To order logon to the DVJC website, go to DVJC Marketplace tab, click on Club Merchandise Store. The blanket is on page 2.

If we do not meet the minimum order requirement, all costs will be reimbursed.

See page 9.



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Registration is Open!!



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Nearly twenty couples have already reserved and paid for activities scheduled during this fun, fall weekend on the Maryland Eastern Shore.

**If you previously expressed interest by email, you must now [register for the events](#) in which you will participate that weekend.**

There is still plenty of room to welcome more members!

Just [register and pay online](#).

Thursday September 15: Arrival and activities of your choosing.

Friday September 16:

- 10:00 – 11:30 Morning Scenic Drive with midway stop at scenic overlook.
- Sailing 90-minute private cruises.
- Cocktails and buffet dinner overlooking the water at Rock Hall Yacht Club.

Saturday September 17:

- "Show Your Wheels" Car Show on grounds of Rock Hall Yacht Club.
  - Special section for Jaguars.
  - 9:00 – Field opens for entrants.
  - 10:00 – 1:00 Show open to public.
- Crab Feast at on the deck at [Waterman's Crab House](#) with live music to follow.

Sunday September 18:

- 9:00 - Group Breakfast at Beverly's Family Restaurant, Chestertown, MD.
- Enjoy the day!



Questions: Contact Bill Beible: [bill.beible@gmail.com](mailto:bill.beible@gmail.com), 610-223-1051.





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**JUST CLICK ON THE LINK AT OUR CLUB WEBSITE.  
PLACE YOUR ORDER AND PROUDLY WEAR YOUR CLUB COLORS!**



## DVJC MERCHANDISE FOR SALE

DVJC merchandise is available for purchase online at the club website ([delvaljaguarclub.com](http://delvaljaguarclub.com)) or at most club events. All items include PA sales tax and, online purchases additionally include shipping charges. If you would like to order items for delivery at a club event, email Noe LaFramboise at [jagnoe@att.net](mailto:jagnoe@att.net) with your order details. You can also still order embroidered apparel at the DVJC online store.



**Logo Hats \$15**



**Logo Grill Badge \$26.50**



**Logo Keychain \$10**



**Logo Lapel Pin \$3**



**Leaper Keychain \$5**



**Logo Patch \$2**



**NAME TAGS** are free to all club members. If you would like to order a name tag(s), please email Noe LaFramboise [jagnoe@att.net](mailto:jagnoe@att.net) and send him the name(s) as you would like it to appear on each name tag.



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\*All bookings require a non-refundable \$500 deposit at time of booking.



# The DVJC Library is now open!

Over the years, the club has accumulated a small number of books and technical materials that were available to the Chief Judge and others as reference materials. In an effort to help our membership gain access to information that may assist with the repair or restoration of Jaguar cars, we are offering the use of these materials to all members and co-members without charge. Members and co-members will be able to:

- Borrow books and materials currently available in the library.
- Reserve items that are currently on loan to other members.

Items may be borrowed for approximately four weeks and may be renewed.

- On the club website, under the drop down, “Members”, a link to photos of the available materials will be included. [Click here](#) to view the photos.
- Members can check availability by emailing [library@delvaljaguarclub.com](mailto:library@delvaljaguarclub.com)
- At any given time, patrons may borrow up to three books.
- Items may be borrowed or returned at the next club event.

## Policy Statement

The DVJC library loan periods and limits have been established to provide members with adequate time to use library materials and to return them for use by others.

A reminder notice will be emailed to users 3 days before an item is due.

Members interested in extending the loan period can do so if there are no holds placed by other members. The extension request can be made by emailing [library@delvaljaguarclub.com](mailto:library@delvaljaguarclub.com)

The intention here is for the DVJC’s library to be easily accessible to all members.

The success of the library is dependent on the care and timely return of our books.

The library will operate on an honor system with no deposit required for items lent to members. The materials in the library range in value but more importantly, some of the items would be difficult to replace. We ask that the items be treated with care (no additional greasy fingerprints please!) but encourage all members to take advantage of the detailed and useful information that is available in the library.

As with all club activities, the library is supported by volunteers so we ask for your patience as we roll out what we believe is a valuable resource to you, our members.

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I have had my 1967 Jaguar "E" Type OTS since 1972. A funny experience was part of my purchase. I had 3 - TR-3/2's previously, one of which I bought in 1967. It was a 1955 TR-2/3 which a friend and I fixed up to take cross country on a trip to sunny California. The designation TR-2/3 was because the car that I had was a transition car that had parts from both models. I covered that in my last *Purr* story.

I was looking for an "E" Type Jaguar OTS in 1972. It was a longtime dream of mine. The search took me down many paths. I saw many Jags and nothing looked reasonable because of either price or condition. Most test drives didn't even make it back to the pickup spot. Mostly overheating and one transmission issue situation.

I finally found one that I liked in Horsham, Pa., that someone told me about. When I went to look at it it looked very solid. When I took it for a ride it seemed to work well until I returned to the dealer. When I shut it off, water started totally flowing out of the header tank. Bummer.

The rest of the car didn't look too bad except the driver seat was totally shot and the passenger seat was close. It severely needed one tire, but I still thought that this might be the one. I asked the dealer how much and he stated \$3,000.00 which I tried to negotiate down with no avail. All I had was \$2,500.00. Another bummer. I had no one I could borrow the \$500.00 from at the time and my parents were on a 30-day trip to China.

Well, I sat dreaming but nothing came to fruition.

A month later I received a phone call from the dealer and he asked me if I still wanted the car. He told me that if YES the price would now be \$2,450.00 and he reupholstered the driver seat bottom in vinyl and put on one better tire. WOW!! Duh, \$50.00 cheaper than I offered and a better tire? Well, I told him that I would be right over.

I took it home and cleaned it up until it was spitting.

First night out I carried a couple of gallons of water with me because I never intended to repair the header tank problem. Every time I had a chance, I put more water in the tank then kept going on my way. One day I was out on the road with friends and pulled into a gas station to get gas and I noticed that no water was coming out of the header tank anymore. DUH but I didn't consider that it might be so low on water that that was the reason for NO WATER?

Back on the road again I finally realized that the temp gage was pegging and smoke was coming out

from under the bonnet. OH!! I pulled over and let it sit for about a half hour and put water in the poor baby. Back on the road again and I kept water handy and a better eye on all the gages from then on. That is something all Jaguar owners learn from early on. Luckily nothing happened to the engine and it ran purrfectly from then on.

When my dad (who was a genius in making and repairing anything) came back from China he asked me if I wanted to learn how to patch up the header tank. WOW, Great!! I took the tank off the car and we proceeded to clean the tank where it had been leaking for a long time. We sanded and filed the tank to bare metal which exposed many more holes. Then we made a patch that covered all the holes and then some and he showed me how to solder the patch to the bottom of the tank with solder and flux. That patch lasted for years. I was fortunate to have a father who taught me most everything that I know today. Other than just being my dad he was my best friend.

After about 6 months I noticed that there were gaping holes in the rocker panels where all the body putty fell out from poor body work. OH! A friend of mine had a body shop which had a professional body guy. He built a rack to hold the body perfectly, then proceeded to install new rocker panels. The car was only 7 years old so I was surprised to see after such a short time that the car rotted out. I saw videos of how the Jaguar factory dipped every car before painting. I was surprised. After knowing it was a rust bucket, many people that had "E" Types found that it was a common experience when the car was not babied and kept in a garage, that the dipping part of the video was probably a myth.

Moving on.

After about a year with my new baby I saw a little business card on my windshield. It was from the DVJC and the guy's name was C. Richard Michie. I called right away and immediately joined the club with enthusiasm. Right up my alley.

From that time on "Dick" Michie and I became great friends in the club. He introduced me to the New York Empire Division of JCNA who had set up these slaloms and time trials at Limerock Park and Bridgehampton Race Track. This is where we really learned how to handle our cars at speeds over 100 MPH. Dick was very good at racing and he taught me how to race and be safe on and off the track. He had been racing for longer than me and knew how to take the turns much better than me, especially in the beginning. Every year we usually had one or two weekend venues at the race tracks. He and I always went to enjoy the racing with our significant others and many friends that also enjoyed the racing. Dick always came in "first in class" so he was a great mentor. After a few



## Jaguar Experience (continued)

years I got much better and Dick no longer went to the racing events. I finally became the number one in my class of racing since Dick retired. Yea! There was another guy from Empire Division that I need to talk about named "Peter Schmidt" who really taught me how to sharpen my steering skills and as long as Dick wasn't racing anymore, I became the number one driver at both race tracks and slaloms in Series 1 "E" Types that lasted many years.

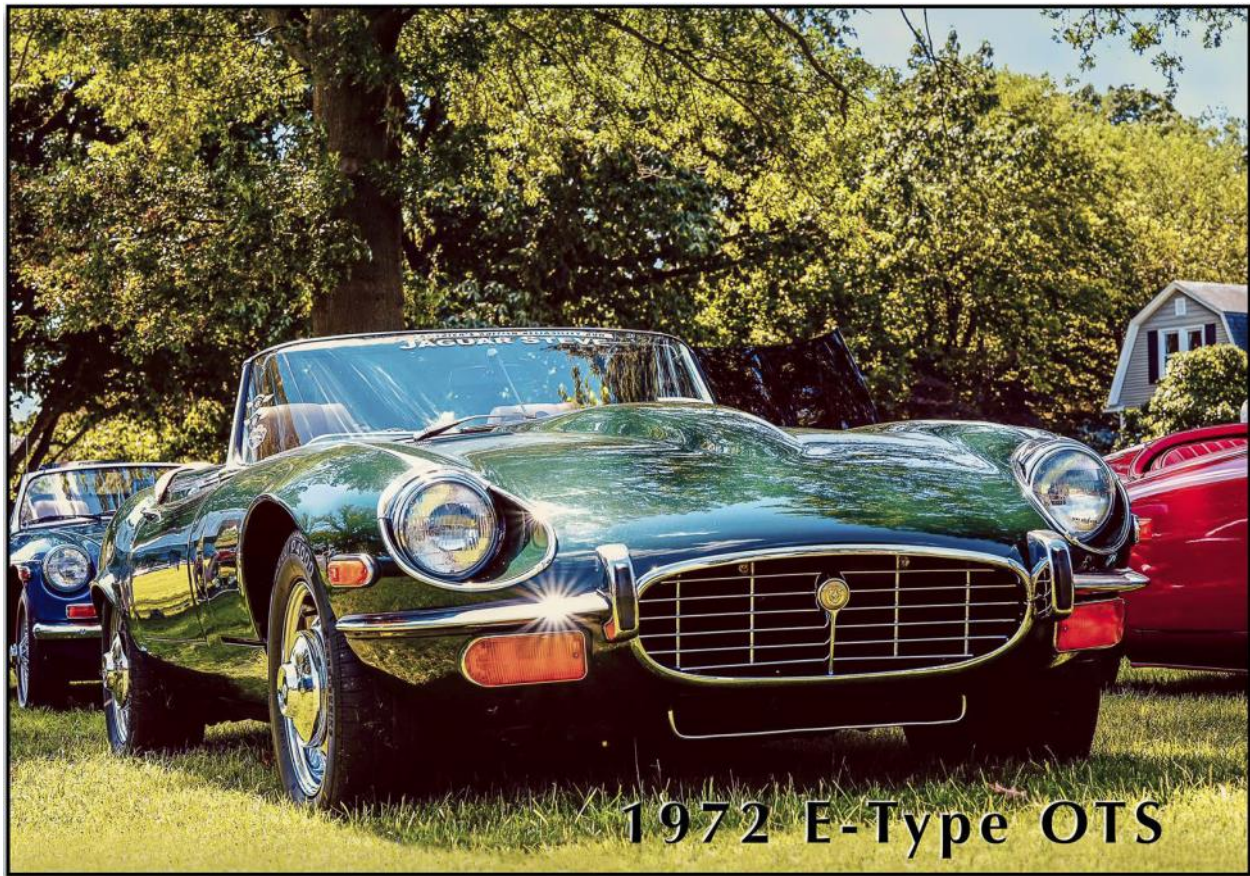
I have been a member of the DVJC for many years and wore many hats along the way. For many years I was the newsletter editor, when you had to cut and paste everything and make copies and mailings. Because of that I was in control of the membership mailings. I mailed out all of the yearly requests for

dues (all because I had already had everyone's name) and then became treasurer because I received all of the money. Also, for many years I was in control of our annual Concours. I was chief judge until Kurt Rappold took over.

BFN. Maybe there will be a part three??

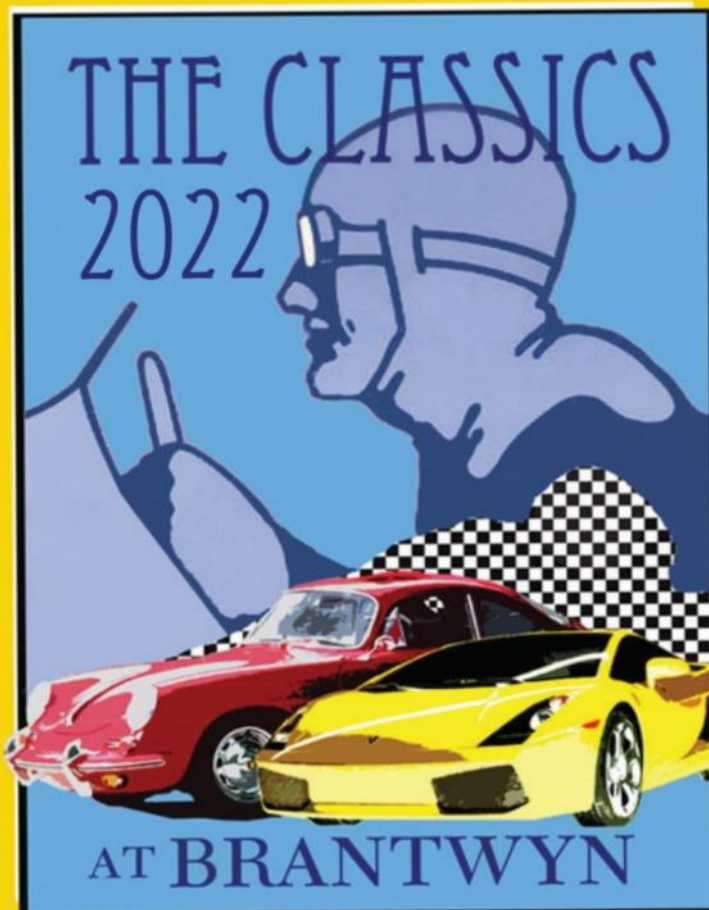
A little saying that I took from Kurt Rappold who was a significant mentor in my life, so:

HAPPY MOTORING!!!



Editor's note: Steve Kress is one of those fortunate individuals who owns not one, but two E-Types. While his 1972 is featured as the August car in the DVJC 2022 calendar Steve wanted to write about his 1967 E-Type.

# SAVE THE DATE



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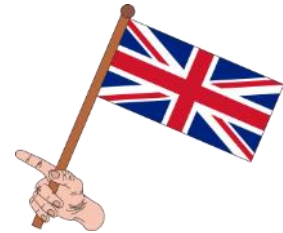
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## DVJC Wants You!



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 125 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:

***Your car's appearance on the DVJC calendar***  
***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.***  
***Attendance at or participation in a special event.***  
***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](mailto: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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# 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:<br>Renewing or<br>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<br>(optional):                       |                       | Retired?                |                 |
| Co-Member<br>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 \$35.00 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 receiving electronic copies of Purr newsletter \$75.00

**New** Members joining after July 1 \$55.00

Youth Enthusiast \$35.00

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](mailto:membership@delvaljaguarclub.com).



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# Car Enthusiast Events 2022

Compiled By: Kevin Fitzgerald

As most of you know, many car shows have been cancelled or rescheduled in the past 2 years due to COVID. Because of this uncertainty, DVJC has declined to list car shows in our club calendar. We don't know what the future may hold in terms of the pandemic, so it's always advisable to confirm the dates for the events listed below by calling ahead or visiting the organization's website.

This list is *not* all-inclusive. I've compiled it based on my own experience attending many of these events, and those I've included are the ones I think will most interest DVJC club members. The list *does not* include the run-of-the-mill shows that feature mostly American makes, including muscle, custom, and stock cars.

As you'll see, I've listed several local "Cars and Coffee" events. Cars and Coffee began in 2017 and has become a global event. If you've ever been to one, you'll realize the main appeal is mostly to the younger crowd. Also, be advised that turnout for these events may be as low as 25 cars or as many as 500 cars (at SteelStacks in Bethlehem).

In addition to using this calendar of events, you may want to check the website of Roadster Factory, which has a British car show calendar at [the-roadster-factory.com/Events.php](http://the-roadster-factory.com/Events.php), recommended to me by Dave Hutchinson. (Starting in 2022, Ragtops and Roadsters is no longer publishing its own car show calendar.)

## AUGUST

**Date TBD:** Newtown Antique and Classic Car Show, Newtown, PA. [www.newtownba.org/](http://www.newtownba.org/) or email [info@NewtownBA.org](mailto:info@NewtownBA.org).

**August 5-7:** Das Awkscht Fescht. Starting at 7:30 am. Macungie Memorial Park, Macungie, PA. Jaguar is the featured marque this year; contact Jed Rapoport at (484) 225-0520. [awkscht.com/information](http://awkscht.com/information)

**August 20-21:** Duryea Hill Climb. Reading, PA. (880) 770-2055

**August 28:** A Taste of Britain Car Show. Cars 10 am- 5 pm. Polo match: 2:30 pm. 70 Church St, Rothsville, PA. (717) 285-7379.

## SEPTEMBER

**September 3:** Duryea Days Antique and Classic Car Show. 8 am – 3 pm. Boyertown Community Park, S. Madison St, Boyertown, PA. (610) 367-2090.

**September 8-11:** Watkins Glen Vintage Grand Prix. Watkins Glen, NY. (605) 535-3003. [theg-len.com/events/2022-hilliard-u-s-vintage-grand-prix/](http://theg-len.com/events/2022-hilliard-u-s-vintage-grand-prix/)

**September 17:** Coatesville International Grand Prix and Downtown Classic Car Race. 1 City Hall Place, Coatesville, PA. (484) 787-6408. [coatesville-grandprix.com/](http://coatesville-grandprix.com/)

**September 24:** DVC British Car Show (formerly Pennypacker Mills British Car Show). Skippack Village, PA (Rt 73 just east of Rt 113). Field opens 10 am. General admission 11 am. [www.dvcmg.com/events/dvc-car-show/](http://www.dvcmg.com/events/dvc-car-show/)

**September 28- October 2:** Fall Carlisle Automotive Flea Market and Car Corral. Starting at 7 am. [special.hemmings.com/events/detail?listing\\_id=59782](http://special.hemmings.com/events/detail?listing_id=59782)

## OCTOBER

**October 4-7:** Hershey Antique Automobile Show and Flea Market Easter Fall Meet. Starting this year, car show is on Friday (10/7), not Saturday as in the past. [exhpo.com/int/eastern-fall-meet/](http://exhpo.com/int/eastern-fall-meet/)

**October 8:** Brits at the Village Car Show. Peddlers Village, Rt 202, Lahaska, PA. (484) 686-3305.

**October 15:** Flemington Speedway Car Show at the Fairgrounds. 1207 Rt. 179, Lambertville, NJ. [flemingtonspeedwayhistoricalsociety.com/about-us.html](http://flemingtonspeedwayhistoricalsociety.com/about-us.html) or [info@flemingtonspeedwayhistoricalsociety.com](mailto:info@flemingtonspeedwayhistoricalsociety.com)

**October 16:** Congregation Beth Or Car Show. 239 E Welsh Rd., Maple Glen, PA. (215) 646-5806

**October 16:** Skippack International Car Show. Rt 73, Skippack. (610)-584-6004

**October 16:** Cars and Coffee Lehigh Valley. Season Finale. 8 am to noon. SteelStacks, Bethlehem, PA. Free admission. Foreign and exotic cars get prime parking. [steelstacks.org/carsandcoffee/](http://steelstacks.org/carsandcoffee/)





July 2022

**NORTHEAST RALLY CLUB – PENN-YORK FALLING LEAVES RALLY**

It won't be long and fall will be coming and so will the end of the 2022 rally season.  
We are looking forward to seeing you in Beach Lake, PA on October 14, 15, 16.  
Northeastern Pennsylvania is wonderful this time of year.

The Beach Lake Volunteer Fire Company is anxious to welcome  
us and are very grateful for our support.

This year's Penn-York Rally will be a fun way to end the rally season  
and enjoy the comraderie and competition with your rally friends.

To our northern and southern friends, we are located between the New  
York and Delaware rallies so this is a short drive for everyone!

Accommodations are at the Central House Resort. The phone number is 570.729.7411.  
The address is 81 Milanville Rd, Beach Lake, PA 18405. Be sure to ask for Northeast Rally Club rates.  
If you've been here before, you know how nice the place is and that the people are just as nice.

After you visit them once, you will want to come back and enjoy all of the amenities they have to  
offer! Their website is <http://www.centralhouseressort.com>.

They are located near the fire hall. I hope you will put the dates on your calendar.

I have enclosed an entry form for you to complete and this will also be on our website.  
([www.northeastrallyclub.com](http://www.northeastrallyclub.com))

See you in Beach Lake! We will have a fun weekend!

The Penn-York Rally Committee

**NORTHEAST RALLY CLUB    PENN-YORK 2022**

**CAROL RUTLEDGE 25 MAPLE LANE TYLER HILL, PA 18469**

**OCTOBER 14-16, 2022**

**CLASS (circle one)   CHAMPION   PRO   SOP   ROOKIE**

**( CHAMPION – previous NERC winner) (PRO-using a Timewise) ( SOP- regular speedometer)  
( ROOKIE - no experience)**

**\*DRIVER \_\_\_\_\_ Phone # \_\_\_\_\_ Shirt Size \_\_\_\_\_**

**ADDRESS \_\_\_\_\_**

**Emergency contact and phone # \_\_\_\_\_**

**Email address (please print) \_\_\_\_\_**

**\*NAVIGATOR \_\_\_\_\_ Phone # \_\_\_\_\_ Shirt Size \_\_\_\_\_**

**ADDRESS \_\_\_\_\_**

**Emergency contact and phone # \_\_\_\_\_**

**Email address (please print) \_\_\_\_\_**

**\*VEHICLE   make \_\_\_\_\_ model \_\_\_\_\_ year \_\_\_\_\_ color \_\_\_\_\_**

**PROOF OF INSURANCE MUST BE ATTACHED**

**\* IF YOU HAVE BEEN ASSIGNED A CAR NUMBER THAT WILL BE YOUR NUMBER FOR EACH RALLY. WE DO NOT HAVE  
DUPLICATES OF THESE NUMBERS, SO PLEASE BRING YOURS.**

**Please list your assigned number \_\_\_\_\_**

**IF YOU HAVE NOT BEEN ASSIGNED A CAR NUMBER, PLEASE CHECK HERE \_\_\_\_\_ AND A NUMBER WILL BE ASSIGNED  
TO YOUR VEHICLE.**

**(OVER)**

**ENTRY FEE:** (Rookie Team rate is discounted to \$250)

\$400 entry form, payment and insurance received by **Sept. 20, 2022** \$\_\_\_\_\_

\$425 entry form, payment and insurance received after **Sept, 20, 2022** \$\_\_\_\_\_

(Entry fee covers all meals for drivers and navigators)

\$10 each additional person for Friday's dinner \$\_\_\_\_\_

\$10 each additional person for Saturday's dinner \$\_\_\_\_\_

\$10 each additional person for Sunday's brunch \$\_\_\_\_\_

**TOTAL CHECK** (payable to Northeast Rally Club) \$\_\_\_\_\_

**We plan to attend Friday's Lunch** YES NO MAYBE

**MAIL ENTRY, CHECK(Payable to Northeast Rally Club)AND INSURANCE TO:**

**NORTHEAST RALLY CLUB, C/O CAROL RUTLEDGE, 25 MAPLE LN, TYLER HILL, PA 18469**

Please list name of anyone that will be coming with you so that we can have name tags,

NAME\_\_\_\_\_HOMETOWN\_\_\_\_\_

NAME\_\_\_\_\_HOMETOWN\_\_\_\_\_

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**HOTEL INFORMATION**

**We have a block of rooms at The Central House Resort.**

**The phone number is 570-729-7411.**

**The address is 81 Milanville Rd, Beach Lake, PA 18405.**

**Be sure to ask for Northeast Rally Club rates.**

**Make your reservations early**

**WE ALWAYS WELCOME ROOKIE TEAMS**





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