
The Jaguar's Purr©

Is an official publication of

THE DELAWARE VALLEY JAGUAR CLUB

A chartered, non-profit corporation

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September 2022

DVJC at New Hope



The Delaware Valley Jaguar Club was well represented at the New Hope Auto Show on Sunday, August 14th. All Jaguars were judged in the same class. Above are the results (l to r): Jim Sjoreen and his 1967 E-Type OTS, 3rd place; Noe LaFramboise and his 1955 XK 140 DHC, 1st place; Tony Tinari and his 1961 Mark 2 Saloon, 2nd place. Thanks to Tony Tinari and Gary Feldman for the New Hope photos that have been posted on the DVJC web site. See Tony Tinari's 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 43 & 44 to update information.

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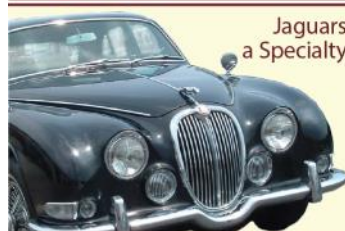
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ADVERTISING RATES

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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item

Non-members \$15.00 per insert

MEMBERSHIP RATES

Single/Family
\$75.00 per year/ emailed
Newsletter

Youth Enthusiast
\$35.00 per year

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Club Merchandise	Noe LaFramboise	609-771-1230	jagnoe@att.net

Upcoming DVJC Events

September 10, 2022

1:00 p.m.—5:00 p.m.

RSVP Required by Sept. 8

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. 29)

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 8)

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 39)

600 Rockland Road, Wilmington, DE

Contact: [Click Here](#) for more information and to register

October 14-16, 2022

Penn York Rally (see pp. 47—49)

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 Huntingdon 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 *September 2022*

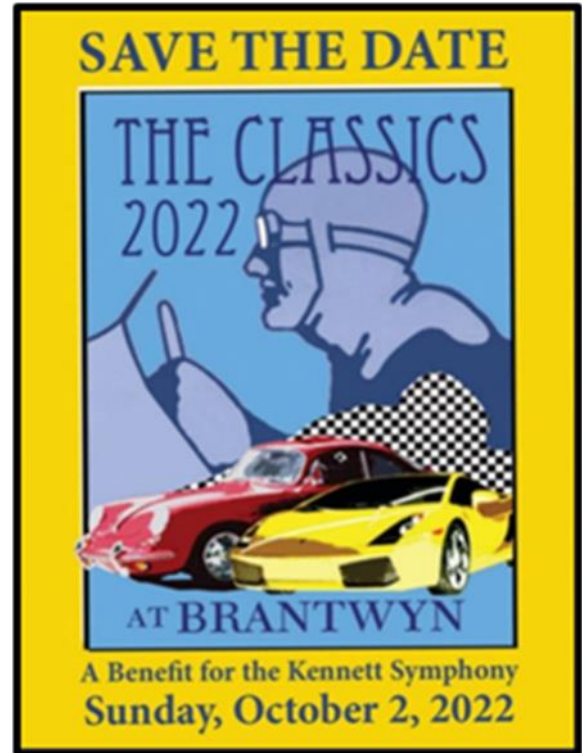
From *To Tell the Truth*,
“Would the real Wayne
Carini please stand up.”



Just recently, our own Brian Craig was **not** chasing classic cars *somewhere* west of Fort Worth, Texas when he discovered this #1 condition Mk 2 in Palo Pinto (pop 333).



In case you don't know that town, it is midway between Brad and Mineral Wells, Texas. While Brian had visions of numerous Champion Division First Place trophies dancing in his head, he finally made the difficult decision to leave this treasure in its apparently final resting place.



Continuing with the theme of classic cars, our own Paul Merluzzi will be recognized by the Kennett Symphony as the founder and organizer of the Classics at Brantwyn fund-raising event that supports the symphony and for his fifteen years of service to that organization. Several DVJC members will display their cars as part of the show. Use the tear-off at the bottom of page 39 to purchase your tickets. Prominently indicate “Jaguar Club” on the form so DVJC members can be seated as a group.

September and October are chock full of events that offer something for nearly everyone. Margaret and Alan Brown are once again hosting a Gathering of Friends at their home in Solebury (New Hope), PA on Saturday September 10. [Details are on the website.](#)

The following week, a crew of hearty sailors is heading to Rock Hall, MD for [Jaguars on the](#)

Your Monthly Bill August 2022 (continued)

[Chesapeake](#). Time is running short to register for this fun multi-day event so, if you plan to go, register NOW. The program includes a scenic drive on the Maryland eastern shore, sailing, a car show, plenty of food and drink and time to relax and socialize.

Competitive Juices



To round out the month, get your competitive juices flowing competing in the [17th DVJC Annual DVJC Slalom](#) on Saturday September 24. No prior experience is necessary and you and your car will be competing individually on a safe course. [Here's a video of John Larson in Carma](#). The slalom is also an enjoyable spectator event so come, watch and join with the drivers, volunteers and other spectators for lunch and a “cold one” close by at McKenzie Brew House in Glen Mills, PA.

The 2022 Penn-York Rally kicks off on Friday October 14 in Beach Lake, PA. Routes in this three-day event travel through the mountains and hills New York, New Jersey and Pennsylvania during peak fall foliage season. Information will be posted on our website and entry forms are available [here](#). (See pages 47—49.)

If you are not on the rally, [cars, coffee and donuts](#) are on the menu for Fort Washington State Park on Sunday October 16.

[America's British Reliability Run](#) takes place October 21-23. Several DVJC members are participating in this fundraiser for the Shriners Hospitals for Children. This year's HQ is in Gettysburg, PA and the routes run through West Virginia, Pennsylvania and Maryland and include stops at several interesting attractions. [There's still time to register!](#)

Club elections: Your club is fortunate to have officers and directors willing to contribute their time and experience leading the club. The support of many additional volunteers helps spread the load. It's hard to believe but it's already time to open nominations for the 2023-2024 term.

All nine incumbents have offered to serve during the upcoming term, if reelected. I appreciate their willingness to do so and thank them sincerely for all their work. My business career taught me that the most effective organizations are characterized by a balance of continuity of leadership and sufficient turnover as a means of introducing fresh ideas. Therefore, I strongly encourage you to consider placing your name or that of another member in nomination for one of these roles.

Keep in mind that eligibility to run for a DVJC office includes [all Members](#) in good standing (dues paid) who have belonged to DVJC for at least six months. Importantly, “Members” includes a spouse, domestic partner, or significant other living in the same household. The nominating period is now open and all that's required is advising [Paul Merluzzi](#) of your interest. Please refer to the information on page 7.

Have a safe and enjoyable Labor Day weekend. See you in September!

DVJC Solicitation for Club Officer and Director Nominations

Dear DVJC Members:

ELECTION

Our bi-annual election of Officers and Directors will be happening in December. As of the date of this message, all incumbent Officers and Directors will be running for re-election. The incumbents are:

President, Bill Beible
Vice President, Paul Trout
Treasurer, Jim Sjoreen
Secretary, Greg Morrison
Membership Director, Tony Tinari
Director, Mike Wolf
Director, Tom Shaner
Director, Rich Rosen
Director, Brian Craig

If you wish to run or nominate someone for any of the positions listed above, please contact Paul Merluzzi at pawlym@aol.com by 11/18/2022, as indicated in the table below. Though you may feel that running against an incumbent is a challenge, putting your hat in the ring will give you exposure to club members on this election cycle. The election process will be handled electronically, so make sure Brian Craig (bhc166@aol.com) has your correct email address. Instructions will be published as we get closer to the voting period.

SCHEDULE FOR NOMINATIONS AND VOTING

Steps	Method/Timing
Solicit Candidates	09/01/22 – Purr, website, email blast
Publish preliminary Candidate List	11/01/22– Purr, website, email blast
Solicit final nominations	11/18/22 – End of nominating period
Publish final candidate list; begin voting period	12/01/22 – Purr and website
End voting period	12/09/22 - Deadline for electronic vote completion.
Announce winning candidates	12/16/22 – Website, email blast

NOTE: Updated election information is and will be available on the Delaware Valley Jaguar Club web site. You must be an active DVJC member and have registered on the web site to view this information. To view the information log on to the DVJC web site, go to the Members tab and click on 2023-24 Election 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

Robert & Sara Sabota
Clayton, NJ

Gene Ritsert
Beesley's Point, NJ

Member Anniversaries

Member		Co=Member		Join_Date	Years
Alexander	Giacobetti	Theresa	Italiano	03-Sep-92	30
Ann	Perry	John	Shirlaw	22-Sep-97	25
Paul	Merluzzi	Irena	Merluzzi	20-Sep-02	20
Steven	Schultheis	Deborah Ann	Schultheis	28-Sep-06	16
Kevin	Fitzgerald			13-Sep-13	9
Charles	Kitson	Charline	Kitson	01-Sep-15	7
Don	Brodie	Linda	Brodie	15-Sep-15	7
Edward	Petrow	Carol	Petrow	30-Sep-19	3
Terry	Young	Georgia	Young	17-Sep-19	3
Andrew	Funk	Dayna	Funk	26-Sep-20	2
Francis	Mirabello	Marianna	Mirabello	17-Sep-20	2
Timothy	Duckett	Sara	Warren	17-Sep-20	2
Bob	Hartman	Helene	Hartman	03-Sep-21	1
Mark	Einstein	Suzanne	Einstein	12-Sep-21	1



Membership Musings

September 2022

By: Tony Tinari

First, some statistics:

Member Census: We're delighted to have welcomed two brand new members during the month of August (see the welcome post elsewhere in this edition of *The Jaguar's Purr*), now bringing our count to 165 Members and 123 Co-Members, an all-time high. On the subject of Co-Members, by the way, while our bylaws define them as a "spouse, domestic partner, or significant other living in the same household . . ." nevertheless they enjoy the same benefits as any other Member, including the right to serve as officers or directors of DVJC.

Instagram: Here's how our Instagram "dashboard" looks these days-



Now if this looks unfamiliar to you, then apparently you have not yet become an Instagram user, let alone followed the DVJC account. And while I shall no longer exhort you to have that millennial relative or neighbor of yours to please set you up on this simple photo sharing app, I would like to point out, proudly and shamelessly, that we are now being followed by 226 individuals or entities from all over the world. Astute readers will recall that in my July column I promised that if the 200th "follower" of the DVJC account were indeed a DVJC Member, they would receive a valuable and unique piece of Jaguar swag (as to which I had absolutely no idea what exactly). Well, anyway, bullet dodged since follower num-

ber 200 was not even in the USA, never mind the Delaware Valley. So, I am doubling down on the offer: if follower number 250 happens to be a DVJC Member, they will receive an equally unique and even more valuable piece of Jaguar swag. Which, again, I have no idea what that will be but trust me, it'll be great.

So much for the numbers. However, while we are on the topic of Instagram, I'd like to relate an anecdote which I believe speaks directly to the power of social media connection. Our friend and fellow Member, Steve Gendler, is a resident of Chestnut Hill and happened one recent August day to park his fine looking 1969 Signal Red E-Type OTS on the 8500 block of Germantown Avenue. This is a quaint and historic area of Philadelphia, from the Belgian blocks below to the shade trees above. At any rate, and unbeknownst to Steve, a perfect set of photos of that car were captured by whomever it is that manages the Chestnut Hill Instagram presence. On August 5 the following photo appeared:



Membership Musings September 2022

Now, for the record, the Chestnut Hill Instagram account currently has about 17,900 followers, most of whom are presumably in our geographic area. This four picture post immediately garnered, quite literally, hundreds of “likes” (i.e., clicks on the red heart icon by which followers indicate their appreciation). On behalf of DVJC, I supplied a comment identifying the make and model (about which there had been some speculation in comments to the post) and, not so incidentally, putting our club’s name out there for a little free publicity. Here’s the dialogue which took place, emojis and all:



I suppose the moral of the story, other than that Steve’s E-Type sure got a lot of Instagram love, is that these serendipitous opportunities to promote our shared passion occur in unexpected places on social media-and that we would be well advised to take advantage of them.

We have an event packed agenda for the month of September, and I certainly look forward to less screen time and more drive time. I hope to see many of you soon!

Happy Motoring, and Happy Media!

Tony

Jaguar Addiction Support Group



A Jaguar gathering can include people able to have an intelligent conversation without mentioning the word “car” or “Jaguar” once. Having such a conversation pictured above are (l to r) Charline Kitson, Sue Trout, Pauline Craig and Martha Kob. Your husbands appreciate your support and companionship at these gatherings.



Speaking of Things Jaguar - September 2022

By Paul Trout

Celebrating 100 Years of Jaguar: Grillin' in the Sixties

In the late fifties, when I was a kid headed toward my teens it was the grill that defined the car. Aside from sports cars, the three box design was pretty much the standard for the overall design of coupes and sedans. Sure there were somewhat unique headlight and taillight treatments, but the grill, no longer called the radiator grill, was the visual that really differentiated the various brands. It was the mouth that inhaled the air for the engine and the smile or grimace that established the character of the car. It was the defining feature of the face of the brand. Until the introduction of the XK120 in 1948, Jaguars still had the remnants of the original radiator grill. The radiator grill originally had more of a functional than styling purpose. Essentially it surrounded the radiator (often referred to as the radiator surround) and protected it from flying debris while still allowing cooling air to flow freely.



Prior to the XK120, Jaguars had fairly tall, forward center peaked, vertically rectangular radiator grills that were heavily chromed and styled with vertical flutes. The radiator cap was often part of the grill surround. This functional design, in various iterations, had been around since the twenties. It was a huge step forward when Jaguar introduced the oval grilled XK120. It was no longer a radiator surround; it was a grill.



This new geometric shape was inspired by the tapered oval of the Italian Alfa Romeos that had caught the eye of William Lyons. The sleek overall design of the XK120 was game changing, not only for Jaguar, but for sports car design itself. That sleek design was fronted by this rear tilted chrome oval shaped grill with thirteen vertical flutes. It is a grill design that was instantly and forever unmistakably Jaguar.

As the calendar left the fifties behind in search of the modern world of the swinging sixties, the grill treatment of Jaguar was pretty much as it was at the beginning of that decade. The XK120 oval evolved a bit through the XK140 and the XK150. The XK140, introduced in 1954 was fronted by a much sturdier oval than the XK120. It was now a more solid casting with seven somewhat thicker flutes. The growler emblem was now incorporate in a peak at the top of the oval that led into a center chrome strip on the bonnet.



The XK150 was the final variation of the oval grill on a Jaguar sports car. The oval on the XK150, like the car, had grown a bit stouter and now sported sixteen flutes.



Speaking of Things Jaguar - September 2022

The new mid-sized saloons, the 2.4, followed by the 3.4, both retroactively known as the Mark I, were introduced in 1955 and 1956. They were the first Jaguar Saloons to sport the oval grill. The Mark I oval was very similar to that of the XK150 with sixteen evenly spaced flutes topped by a Growler that led up to the chrome center bonnet trim.



The Mark II debuted in 1959 with a new variation on the oval grill. Basically it was the same shape as that of the Mark I, but with a thick center flute and seven flutes on each side of it.



Upon entering the swinging sixties with its miniskirts, minis and modern mayhem, the faces of the Jaguar lineup looked a bit like they did at the beginning of the previous decade and for its flagship saloon perhaps a decade or two further back. The XK150 and the Mark II both sported the oval, with their respective variations, that had started with the XK120. The Mark IX was a stately saloon that still retained the vertical rectangular radiator surround which went quite well with the overall outdated design of the car. The cars of the Jaguar lineup in 1960 were almost retro-classic within their day; two ovals and a radiator surround. However, the faces of its cars were about to change and redefine Jaguar.

Jaguar was about to take one of those ovals, roll it onto its side and turn the motoring world upside down.

Grills aside for the moment, the shapes of Jaguar automobiles, sports car or saloon, have always been sleek and sensuous. The introduction of the Jaguar E-Type in 1961 took sleek and sensuous to a level never seen before and set an almost unachievable bar for the future. So much has been written about the E-Type and its beauty that, in this context, all I will say is.... I agree with Enzo.

Back to grills, the grill of the Series I E-Type is almost no grill at all. It is a simple flattened horizontal oval air intake with a smooth and sensual floating bar to carry the growler. Like the rest of the car it is timeless in its simplicity and beauty.



With the 1962 model year, the stately radiator grill of the Mark IX faded into history to be replaced by the last of the Marks; the Mark X. Comparing the Mark X to the Mark IX is a bit like comparing the E-Type to the XK150; they mark (no pun intended) the end of one era and the beginning of the next. The Mark X was long and sleek like its two seat litter mate. If the E-Type looked like it was going 150 miles per hour sitting still, the Mark X was doing at least 100 while parked. While retaining some of the stately rectangular grill style of its predecessors, the Mark X grill, like the rest of the car seemed to be leaping forward. The rectangular grill was shortened, flattened and quite uniquely tilted forward; adding to the overall illusion of motion. It had thirty-one evenly spaced vertical flutes surrounded by a grand chrome frame.



Speaking of Things Jaguar - September 2022

Into 1963 Jaguar continued with three grills, rectangle, upright oval and horizontal oval in their three car line up. For 1964 Jaguar added the S-Type to bridge the gap between the Mark II and the Mark X. The S-Type vertical oval was essentially the same as that of the Mark II. This four car, three grill lineup continued into 1967 when the Roman numeral Mark series became part of Jaguar history. Moving to an engine displacement nomenclature for its saloons the Mark II was rebadged the 240 and 340 representing the 2.4 and 3.4 liter engines and the Mark X became the 420G. The 240 and 340 retained the old Mark II grill treatment. The shift from Mark X to 420G came with a subtle change in the 420G grill.



The vertical flutes were now split by a heavier flute in the center, much like the split in the oval of the Mark IIs and S-Type. During this change to numerical designations by engine displacement, the S-Type was dropped, or at least the front of it was. The rear of the S-Type was connected to the front of the Mark X/420G and the hybrid became the 420 without the "G". The 420 and the 420G were essentially grilled the same with slightly different center flute treatment.

Rolling into 1968 with vertical ovals fading out of the picture and the upright rectangles not far behind, Jaguar once again laid a grill on its side and turned the world upside down; at least my world. In September of 1968 my boyhood grill fetish was reignited with the introduction of the Jaguar XJ6. In modified Enzo Ferrari form, I thought the XJ6 was the most beautiful sedan (I hadn't embraced the term saloon yet) I had ever seen. That horizontal rectangular grill of seemingly massive proportions with the five vertical flutes and fourteen horizontal ones was both modern and classic at the same time. The additional horizontal lower grill with the same treatment finished off the perfectly proportioned front styling. I was so taken by its beauty that I had a magazine cover photo of an XJ6 taped up on the bulkhead next to my bunk on the ship while I was in the navy. Accompanied by one of an Austin Mini Cooper S, they clearly differentiated me from my shipmates.



The sixties saw the rise and the semi-extinction of the upright oval grill that was such an iconic face of Jaguar sports cars in the fifties and sports saloons in the sixties. It did resurface again in the 2000's only to finally fall to extinction by the latter part of that decade. The vertically rectangular radiator grill, stately differentiating Jaguars since the thirties also had its last gasp just into the decade. The surviving horizontal rectangle made it into the seventies and beyond where it would be stretched, flattened and cleaved. The horizontal oval would survive to be stuffed with a grate, disappear, and surface again in the nineties. Jaguar left the sixties with two grills as the faces of two of the most iconic and game changing automobiles they would ever produce.



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 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.

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

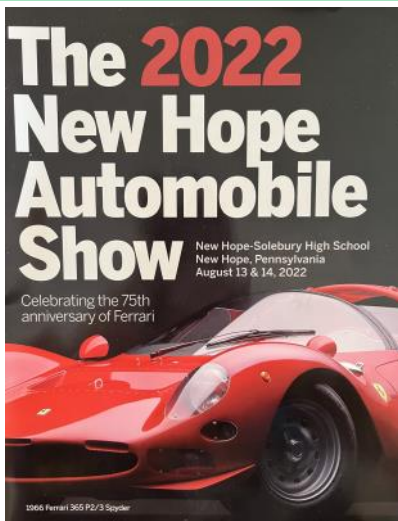
To order by October 31, 2022, logon to the DVJC website, go to DVJC Marketplace tab, click on Club Merchandise Store. The blanket is on page 2.

Blankets will be distributed at club events.

Must order by October 31, 2022

New Hope Auto Show 2022

By: Tony Tinari



Perhaps for sentimental reasons, the New Hope Automobile Show has always been one of my favorites. This year was no exception. It may be the late August summer vibe, or just the lure of the nearby villages of Lambertville and New Hope striding the Delaware River. Maybe it's the recollection of first attending the show as a teenager, mesmerized by the utter coolness of the cars being exhibited. In any event, by now the show is a tradition with me, and apparently with many others as well.

This year's show, the 65th annual, featured a return from the "People's Choice" pandemic-induced format of last year to actual competitive judging. As in the past several years, American made automobiles were shown on Saturday and foreign makes on Sunday. The weather cooperated well enough on both days with the show weekend, while plenty warm, fortuitously sandwiched between two heatwaves.

All Jaguars were judged in the same class, regardless of year or model. In the Jaguar class, four of the entries were those of DVJC members Gary Feldman, Noe LaFramboise, Jim and Denise Sjoeren, and yours truly. The judges, none of whom any of us were familiar with, went about their task with the utmost seriousness and, frankly, were rather inscrutable. Nevertheless, when the ribbons were passed out, DVJC had attained a veritable hat trick of awards, claiming first (1955 XK 140 DHC, Noe LaFramboise), second (1961 Mark 2, Tony Tinari) and third (1967 E-Type OTS, Jim and Denise Sjoeren).



A DVJC Sweep

Noe informs us that this was actually his fifth time winning the Jaguar class of the New Hope Automobile Show with his XK-and deservedly so! His imperial maroon drophead coupe was stunning in the August sunshine, despite an uncooperative boot latch which did not permit opening. (The judges did not seem to care!)



Noe and the Victorious XK 140

Each year the show honors a particular anniversary in automotive history. This year, the milestone selected was the 75th anniversary of the Ferrari marque. Accordingly, the poster car (shown above) was a 1965 Ferrari 365 P2/3 Spyder, which was present on the show field. Very loud, and very red-as of course a Ferrari should be! In the spirit of good sportsmanship, I refrained from reminding anyone of the famous Enzo Ferrari remark in respect of the Jaguar E-Type.

The New Hope show is itself an amazing engine of philanthropic community involvement. Its sponsoring organization, now known as "New Hope Helping" (formerly known as the New Hope-Solebury Community Association) has raised nearly \$ 2 million since inception for college scholarships and other community projects and organizations, powered largely by revenues from the New Hope Automobile Show. A great run, and indeed, a great show!



The gentlemen are discussing automotive performance. But, as Jaguar owners, they should know better than compare the speed of the new XK-E with that of the 3.8 Sedan, since speed alone has never been the criterion of excellence in judging Jaguars. How, then, you may ask, does one choose between the XK-E and the 3.8 Sedan? Both offer dramatic acceleration, phenomenal performance and superb handling. Therefore, let your own personal require-

ments be the basis for your choice between the two. If there are two of you, then by all means investigate the new XK-E. But, if family needs dictate a roomier vehicle, then avail yourself of the comforts and spaciousness of the 3.8 Sedan. Both are, after all, thoroughbred Jaguars. For more information on both of these fine automobiles, consult your nearest Jaguar Dealer, or write JAGUAR CARS INC., 32 East 57th Street, New York 22, N. Y.

The Jaguar XK-E vs. the 3.8 Sedan

Recognizing 1966 E-Type Changes

By: "E" Alan Karpovitch

For the April 2022 edition of the Jaguar's Purr, I wrote an article about recognizing 1961 E-Type changes that happened in that specific year. I have lived up to my-self generated promise to research and write an article every month, for each follow-on year. For the September issue of the Jaguar's Purr, we will delve into what was new at Jaguar for 1966.

Interestingly the experimental XJ13 with its new V-12 engine was worked on from 1964-66. Jaguar started the V-12 engine development as early as 1955. The car might have been ready for Le Mans in 1966 to do battle with Ford and Ferrari, but Jaguar's joining the British Motor Corporation disrupted those plans. Also, fears that when potential new car buyers saw a new Jaguar V-12 engine competing in races, it could affect current production by curtailing sales as potential buyers considered waiting for something that could be 5 years down the pike. The one-off XJ13 was stored for 5 years. On 20 January 1971, it was pulled out of hibernation and taken to the Motor Industry Research Association (MIRA) test track for the purpose of making an advertising film towards introducing the V-12 E-Type. The filming was a success, but tragically the car was crashed due to a tire blowout in the zeal to run the car a few extra laps. Despite several rollovers, driver Norman Dewis was unhurt. The car was rebuilt and today is in the British Motor Museum, and the car is owned by the Jaguar Heritage Trust.

Instead of the XJ13, the new car that came out in 1966 was the E-Type 2+2, and this body style will be the subject of several of our easily recognizable changes for 1966.

March 1966 is when many document the 2+2 became available to the public, but the first chassis (1E75001BW) actually was produced 19 October 1965. As might be expected for a new car line, production started slow, and by the end of calendar year 1965 only nine 2+2 LHD's and four RHD variants had been produced. These were used for testing and demonstrations. I am sure you noticed the "BW" in the chassis number. For the first time the E-Type could come equipped with a Borg Warner Model 8 automatic transmission with three forward speeds. This option came with a 157 pound up-charge.

You may recall series 1(3.8) engines started with "R", or RA", and series 1(4.2) engines started at 7E1001. The 2+2's got their own engine serial sequence, starting at 7E50001. It is unclear if there really is any engine configuration difference, and

what really was the genesis of this different engine serial numbering. (Anybody know?)

So what was different about the 2+2? Well, two more seats, although most would admit they were kiddie seats, or suitable for a pair of chihuahuas. But the back of the new rear seat moved forward on two swiveling arms and this added even more luggage space. The new Long Wheelbase (LWB) went from 8' to 8' 9", and the roof-line was 2" higher. Most of the added length was in the passenger compartment and is most noticeable by the increased door length. This also created the room to install the longer Borg Warner automatic transmission as an option. The front seats were raised to give foot room for the back seat passengers, and footwells were no longer required.

Here are some 2+2 statistics:

Length= 15' 4"; Width= 5' 5"; Ground clearance= 5.5"; Fuel capacity= 16.75 gal, Weight= 3920 lbs; List price= \$6600.00.

MODEL YEAR 1966 easily spotted changes (all body styles):

1) Starting in the summer of 1965, the air cleaner canister paint color was changed from black to silver hammerite. This was considered a "soft" change-over, in that the air cleaner canister (as were many parts) was supplied from an outside vendor, AC, and Jaguar did not have total control over what was delivered. The range of production dates commonly accepted for the color transition was between 5 May 1965 -1 April 1966. It can be stated that all cars produced before 5 May 1965 did have black air canisters, and all cars produced after 1 April 1966 had silver canisters. The cars in between may have had either. I selected the following chassis ranges using XKEDATA.COM photos.

Here's are some chassis ranges by body styles. Before the first chassis #, all cars had a black canister. After the second chassis #, all cars had the silver canister. Between the two numbers, it could be either.

LHD OTS chassis 1E11020~1E12189	Approximately 1170 "transition" cars;
LHD FHC chassis 1E31445~1E32665	Approximately 1221 "transition" cars;
RHD OTS chassis 1E1234 ~1E1530	Approximately 297 "transition" cars;
RHD FHC chassis 1E20876~1E21051	Approximately 176 "transition" cars;

Recognizing 1966 E-Type Changes (cont'd.)

LHD 2+2 chassis 1E75028~1E75234 Approximately 207 “transition” cars;
RHD 2+2 chassis 1E50007~1E50021 Approximately 15 “transition” cars.

2) Starting 19 October 1965, a chrome strip was added at the top of each door, along with a separate key lock under the door handle on the 2+2 only. Starting:

LHD chassis- 1E75001(2+2);
RHD chassis- 1E50001(2+2).

3) Starting 19 October 1965, the door window glass did not wind down out of sight because it was made taller on the 2+2 only. Starting:

LHD chassis- 1E75001(2+2);
RHD chassis- 1E50001(2+2).

4) Starting 19 October 1965, the glove box was given a locked door, and a shelf was installed below the dash for the 2+2 only. Starting:

LHD chassis- 1E75001(2+2);
RHD chassis- 1E50001(2+2).

5) Starting sometime in the fall of 1965, a silver hammerite alternator heat shield was added. This was considered a “soft” change-over, in that exact chassis numbers delineating when the change happened is not possible. The range of production dates commonly accepted for both of the variations being built is between 2 September 1965 and 28 April 1966. Some references tie the alternator heat shield addition to engine 7E6333, but it should be noted engines were not necessarily “installed” sequentially. It can be stated that all cars produced before 2 September 1965 did not have the alternator shield, and all cars produced after 28 April 1966 had the shield. The cars in between may or may not have the shield. It seems all 2+2's were built with a shield, however, there are pictures of a few early 2+2 engines with a different vertical heat shield, maybe a prototype. Also a few pictures exist of later E-Types with black alternator heat shields, but it is unclear if they came from the factory that way. I selected the following chassis ranges using XKEDATA.COM photos.

Here's are some chassis ranges by type: Before the first chassis #, all cars did not have the shield. After the second chassis #, all cars had the shield. Between the two numbers, it could be either.

LHD OTS chassis 1E11765~1E11844 Approximately 80 “transition” cars

LHD FHC chassis 1E32039~1E32219 Approximately 181 “transition” cars

RHD OTS chassis 1E1382 ~1E1555 Approximately 174 “transition” cars

RHD FHC chassis 1E21074~1E21180 Approximately 107 “transition” cars

6) Starting 10 February 1966, (after completing 6,915 S1 4.2 cars), the heater air intake was modified from a larger intake to a smaller, “snail” style, with a black crinkle finish. Also some subtle changes were made to the bonnet, front wings, and bumpers to gain commonality with the 2+2.

Starting:

LHD chassis- 1E12580(OTS)//1E32632 (FHC)//1E75001(2+2);
RHD chassis- 1E1479 (OTS)//1E21228 (FHC)//1E50001(2+2).

7) Starting 24 February 1966, (after completing 3,176 S1 4.2 OTS), sun visors were added to OTS. Note these visors were black vinyl, versus the cloth visors used on the FHC, which matched the headliner. Starting:

LHD chassis- 1E12688(OTS);
RHD chassis- 1E1490 (OTS).

~~~~~  
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 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. Dr. Michael Mueller co-authored the originality guide.

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

Happy motoring!!!



# Recognizing 1966 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.

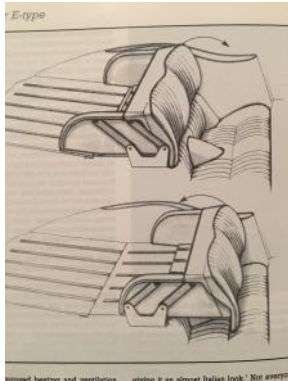
<- numbers>--Since all cars made Jan-July 1967 did not go to US market and some still maintained closed headlights, the quantity of Series 1.25 produced is less than "Last Chassis" minus "First Chassis" allocated.

**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        |
|               |                         |                |                |                |                |                |                |



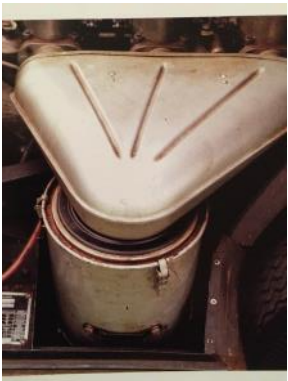
# Recognizing 1966 E-Type Changes Photos



2+2 seat positions



2+2 storage





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## Parts for Sale

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

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

See page 16.



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# “Red Flags”?? No problem. This ‘58 Jag’s got Lucas Flamethrower Fog Lamps!

By: Michael Eck

The first car I ever owned was a Carmen Red 1958 Jaguar 3.4 Litre Sedan with wire wheels and Lucas Flamethrower fog lamps, which was later known as a MK1. I had seen this particular car many years earlier when I was on my paper route, and I was so struck by its beauty and uniqueness that I pedaled my bike after it and saw which driveway it turned into. The house didn't belong to any of my customers so I didn't know who the owner was. Many years later in 1969, when I had my new driver's license, a friend of mine showed me a picture of a Jaguar XK, and the styling of that car brought back the memories of that chance encounter so many years before. I knocked on the owner's door and asked if he still had the Jag, and could I look at it. He said it was for sale, and I bought it with \$600 of saved paper route money. It was a beautiful car, with lots of power and a luxurious leather and walnut interior, dual carbs, an Abarth dual exhaust system, wire wheels and a four-speed close-ratio transmission with overdrive. I later learned that at the time it was manufactured it was the fastest production four-door sedan in the world. Just what a kid with a new driver's license needs! The aroma of the interior, with its leather and wood panels and wool carpeting was nothing like the proverbial American “New Car Smell”. That, combined with the ambiance, was reminiscent of what I imagined it would be like inside a staid British gentlemen's club. I had never seen anything like it. I was so enamored with the car that I missed seeing a few obvious red flags.



Everyone who owns an old British car knows they are a source of never-ending adventures, and my first adventure with that car occurred on the drive home. I had only driven it the half-mile from the former owner's house to the end of my driveway when the brakes locked up and stayed locked. After a while they freed up enough to drive it back to the previous owner's house, where I pulled it back into the garage. I explained the problem to him, and he went to the boot of the car and pulled out the factory service manual and one of the boxes of parts that were there. He then pro-

ceeded to select a rebuild kit from the box, expertly remove the master cylinder from the car, disassemble and rebuild it on the bench, re-install it and bleed the brakes. I was amazed that this three-piece-suit-wearing executive, who was a vice-president of Johnson & Johnson, knew how to fix this car so adroitly. Only later would it dawn on me that the reason he owned a factory service manual and boxes of spare parts was of necessity. Basically, if you wanted to drive this car you needed to be a repair mechanic. That certainly didn't describe me, since this was the first car I ever owned. But I would, of necessity, learn quickly.

In the '50s, Jaguar basically made two types of cars, sports cars and big sedans, which in England are called “Saloons”. The sports cars were to entice men into the showrooms where their wives would insist on purchasing the family-sized car. Those saloons were huge, just like a Rolls-Royce or Bentley of that period, and they used the same 3.4 litre dual overhead cam inline 6 engines as the sports cars. In 1955 Jaguar departed from the two-style pattern by introducing a mid-sized saloon, which was their first car that used the new monocoque (unibody) construction, instead of having a separate chassis and body. Jaguar and Dunlop had jointly developed the disc brake in the early '50's, and they used them on their race cars, helping them to win the LeMans race in 1951, '53, '55, '56 and '57. 1958 was the first year for production Jaguars to have power-assisted disc brakes as standard equipment, so my car had them, but at that time discs were unknown in America. Even the Corvette didn't get disc brakes until 1965. My car was also equipped with French-manufactured Marchal headlamps and Michelin X radial tires, which the owner had purchased while touring the Continent with the car. The headlamps provided great visibility, since the low-beams had a sharp cutoff above a certain height, but even though they were better they were not sealed beams, so they were illegal in this country at that time. Radial tires were unavailable and unknown in the USA, and because of their low profile people kept telling me that my tires were going flat. Actually, sometimes they did, because the special flexible natural-rubber inner tubes that were required in radial tires at the time were slightly porous, and required pumping up periodically. That wasn't the only thing that the conscientious Jaguar owner needed to do in order to keep his car on the road. Jaguar recommended checking the radiator water level and the engine oil daily, and the tire pressures and brake fluid level weekly. In addition, there were fully 18 items that you were supposed to either clean, lubricate or check every 2500 miles. In Britain I suppose this was something the chauffeur would have taken care of, but



## “Red Flags”?? No problem. (continued)

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this level of necessary care was unheard of in America. That may explain why so few of these cars have survived here.

After some bad experiences on the road I soon developed a walk-around procedure with a pre-flight checklist, like an airline pilot, checking the oil level and looking for suspicious puddles or flat tires. One summer I had worked in our township garage fixing police cars, and had learned a little about how cars worked. However, that didn't prepare me for the problem I was about to face. Suddenly, the car blew a radiator hose. When the first one blew I chalked it up to an original 12 year old hose failing. I was working over the summer in a gas station, so I went through their inventory and found one that fit. However, after the brand new replacement exploded I knew there was a deeper problem, but no one I talked to at work had any idea why there should be that much pressure in the cooling system. After all, the radiator cap was supposed to release any pressure above 7 PSI. After much head scratching and investigation I eventually determined that the rubber seal in the radiator cap had expanded its diameter to such an extent that it sealed against the inside circumference of the filler neck, which prevented it from moving and allowing the excess pressure to escape. With the cap off I also noticed that when the engine was running there was a continuous stream of air bubbling up the filler neck. The third clue was that one of the spark plugs was spotlessly clean and shiny, while the others had the normal brown color. The inevitable conclusion was that there was a head gasket leak between a combustion chamber and the water jacket. That allowed combustion gases to get into the radiator, where the hydrocarbons had softened and expanded the radiator cap rubber. The leak also allowed water into the combustion chamber, which effectively steam-cleaned the spark plug. There was no option but to remove the cylinder head and replace the gasket. Luckily I had the factory service manual to guide me, but I didn't have any tools.

My father was a great guy, but he was, to put it politely, obsessively frugal. His topmost criterion for any purchase was the price. He had a collection of objects that bore superficial resemblance to tools, which made it appear that he was well prepared for any repair. However, it soon became apparent that those tools were not adequate for this particular repair. I had spent all my paper route money on this car, so I had very little left for tools or parts. I went to Sears and bought two 6-point deep sockets for removing the various dome nuts, and a breaker bar to turn them, since I couldn't afford a ratchet. Using them and a few of my dad's adjustable wrenches I was able to disconnect the cylinder head from the block. Then with an old hydraulic bottle jack I was able to raise it an inch, but that's where it stuck fast. It turned out that when the

water had leaked through the head gasket it got around one of the studs, causing it to rust and bind up inside the head. No amount of persuasion could get the head to go either up or back down, so I was left with the necessity of cutting the rusty stud. There wasn't enough room between the head and the block for a hacksaw, so I embarked upon the laborious task of cutting the stud with a raw hacksaw blade held in my hand. The next day when I finally got the stud cut through I was able to remove the head. Now I needed to find a replacement stud.

The year was 1970, and this car was not a collector's item, it was simply an old and very foreign car, so parts were not easily come by. The major source of parts at the time was the J. C. Whitney catalog, but if they didn't have what you needed you were out of luck. Jaguar dealers were few and far between, and the couple that we visited didn't seem to stock cylinder head studs. One of them suggested that I check out a specific little private shop that repaired foreign cars, so I optimistically took a ride to visit them. My hopes were dashed when I arrived and found they were closed. As I was dejectedly walking back to the car I glanced over a fence into their back lot, and to my surprise saw an old Jaguar engine block sitting out there, with cylinders filled with rainwater and several of its head studs already missing. Figuring that they wouldn't miss another one, I attacked it with a pair of vice-grips and procured a stud for myself. My first problem was solved! It also put the idea in my head that I should be on the lookout for a parts car.

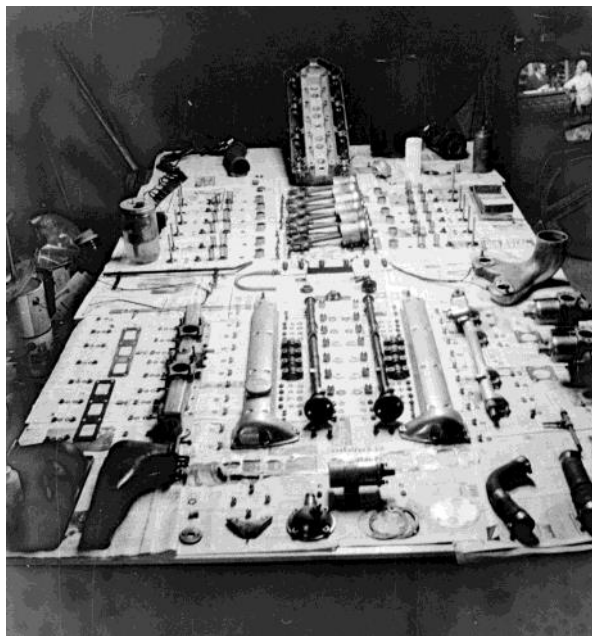
The J. C. Whitney catalog was a godsend for the impoverished shade-tree mechanic. A complete set of Payen gaskets and seals for the top of the engine cost \$10, a set of piston rings and a complete set of Vandervell bearings each cost the same. That sounds cheap, but at the time \$10 represented half a day's pay for me. However, I figured that replacing the bearings would help with the low oil pressure, so I decided to attack the engine from the underside too. Getting at the bottom of the engine required removing the entire front suspension assembly, which necessitated raising the front of the car three feet in the air. I had that old hydraulic bottle jack that I had found buried in the woods behind our house many years before. Using that, I lifted up each side of the car little by little, inserting cinder blocks and various scraps of two-by-fours as the lift progressed. Once I got the front suspension removed, I found a layer of sludge in the bottom of the oil sump, probably because one of the bearings had spun. All the bearing babbitt had worn away and exposed the copper beneath, and the crank was scored. I wasn't in any position to remove the crank and have the scoring attended to, so I simply polished the journal with crocus cloth, installed the new bearing shells and called it good. It wasn't perfect, but it was



## “Red Flags”?? No problem. (continued)

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better that it was before. As anyone who has experienced “Shipwright’s Disease” can attest, one thing led to another, and before I knew it I had taken the engine completely apart into its component pieces.



*Keeping track of the parts I removed by laying them out on a ping-pong table*

In the course of keeping the car on the road I also needed to rebuild the carburetors, the fuel pump, all eight brake cylinders and the brake booster, and fix any number of electrical problems. Passing the state inspection was another problem, since the way the inspector tested the parking brake was to drive the car in first gear and pull up on the brake handle. The desired effect was to stop the car and thus kill the engine. That works with drum brakes, but the problem was that disc brakes require a LOT of force to keep them from turning, which is why the foot brake used a power booster. Even the Corvette, when it finally got disc brakes, retained small drums on the rears just for the

parking brake. The handbrake on the MK1 was good enough to keep the car from rolling away from a flat parking spot if someone accidentally leaned against the car, but it was totally inadequate for the state test. My solution was to stop the car just before I arrived at the inspection station, tighten the parking brake pads so they were dragging on the discs, and then drive it in to be inspected. The pre-load was enough to make the brakes a little more effective, so the engine would at least slow down a little when the handbrake was applied. The inspector reluctantly passed it, but as it turned out I would not need to have the car inspected ever again.

British cars have always had a reputation to rust, so one of the other things the original owner had done was to have the car professionally undercoated. I assumed that meant that I would have no troubles with rust, until one day, after hitting a bump, the rear tires started scraping on the fenders and the car sat considerably lower than it had previously. It turned out that the rear spring mounts had collapsed and had taken up residence in the boot. While I was under the car inspecting the damage I noticed a piece of undercoating hanging loose. I found that large sheets of it could be easily removed with a putty knife, along with large chunks of rust that had originally been part of my car’s structure. Apparently the undercoating had trapped moisture between itself and the car body, so instead of preserving the car it had actually accelerated the rusting process. Even if I knew how to weld I wouldn’t have been able to weld the car back together, since the entire underside looked like Swiss cheese and there was nothing solid to weld to. After all I had gone through to completely disassemble and rebuild the engine, along with all the other work I had done on it, the car was now no longer drivable. So, what was the net result of all the work I had done? In the intermittent times that I had been able to drive it between fixing things I had only managed to put a grand total of 10,000 miles on the car. But at least it had a rebuilt engine. Little did I know that this same engine would run for another 100,000 miles in a different body.



*Editor’s note: It seems Mike can’t resist this body style. While he owns a 1951 XK 120, a 1955 XK 140, and a 1972 E-Type he also drives this beautiful 1961 Mark 2.*



# Jaguars on the Chesapeake

Time is running out!! Registration deadline September 9.



***If you haven't signed up yet, NOW's THE TIME!***

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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## 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.



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**Logo Grill Badge \$26.50**



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**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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# 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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# My 2004 Jaguar XK8 Convertible

By: Paul Trout

As some of you might remember, my long quest to find this car was chronicled in several of my columns at the time. For the rest, I'll spare you and relate the short version. Sometime in late 2018 I decided I wanted an XK8 convertible. At that point I had owned and enjoyed my 2001 XKR coupe for about five years. It wasn't that I had tired of the XKR, far from it; that car excites me just looking at it and even more so every time I drive it. No, I just had the itch for an open car. Every time I would walk through the garage and glance at my disassembled MGB I would think about the wonderful feeling of an open car on the open road. Would it be even better in a Jaguar? As anyone who has looked about for an XK8 convertible knows, there are plenty of them out there; good, bad and worse. I had a color in mind, but, at the time I didn't even know what it was called and had never seen it on an XK8. So that part of the criteria was going to be a challenge. I knew I wanted a 4.2 engine model but in the pre-facelift years (2003/2004). That narrowed it down to only 4280 available globally. I also had a couple of specific wheel styles and a size in mind; definitely 18 inches. Practicality and a Jaguar search don't go well together, and my wife added a dose of "where are you going to keep this one?" Our four bay garage, at the time, housed my XKR, my MGB, Sue's X-Type and a bay full of stuff. I knew the stuff wasn't leaving any time soon, so the Morgantown Classic Auto Mall storage facility was the answer with a healthy shot of "we'll cross that bridge when we come to it" added. Anticipating a lengthy search, I knew many things could change in the interim. I was correct.

I made myself a criteria list that included the years 2003/4, five exterior colors in order of preference (the top choice in larger bold font) and five interior trim colors, again in order of preference. The search was on and as Wayne Carini of "Chasing Classic Cars" always says, "It's all about the chase!" For months my evenings were spent viewing 2003 and 2004 Jaguar XK8s on numerous web sites. I knew that including XKRs would somewhat increase my odds, but since I already had one, I was really looking for an XK8. On the rare occasion one of the five color choices would surface, but there would always be condition issues or the wrong wheels, etc. Over time I found that ones in colors other than the one at the top of the list began falling into a "well maybe, but...." category. As time went further on, approaching a year, one of my friends, Max Sandler,

described the object of my search as the illusive "Chameleon Unicorn". By this time I was starting to look at colors on the fringes of my criteria. My quest for the "Chameleon Unicorn" continued, but time was starting to erode my loyalty to the true object of my quest. I even drove up to Allentown to look at what turned out to be a very sad 2004 XKR convertible in Jaguar Racing Green. I figured it was local and Jaguar Racing Green is a great color. Unfortunately, it was quite clear at first glance that this once beautiful Jaguar had been so ill cared for. The Ford dealer selling it thought he had a prize Jaguar of course. I looked it over carefully and assessed what I might need to put into it (paint, new top and a bunch of other things). A portly salesman swooped in, keys in hand, and suggested a test drive. As I pointed out the hole in the top, the four fine examples of curb rash and the broken bits of trim, his repetitive reply was "It hasn't been to the detailing department yet." I thought to myself "they're going to be thrilled to see this one." He suggested I could drive, Sue could sit in the passenger seat and he would jump in the back "seat." Sue passed on the opportunity to see this big guy try to wedge himself into the small parcel shelf designed to look like two miniature seats. I put the top down and off we went. Very comfortable with the super-charged power of the XKR, I gave the salesman a ride that left him a bit paler than when we started. It ran and drove well. I told him all of the things that would be needed for the car to be presentable and tossed a really low ball offer his way. Surprisingly he took it into the manager. The manager, clearly insulted, yelled out the door of his office "I have someone in Pittsburgh who is very interested in this car at the asking price!!!" I replied as I walked out the door, "It probably looks pretty good from Pittsburgh!" I really didn't want the car anyway; it was a great color, but it wasn't the right color. As the summer of 2019 began to pass by, I started adding other colors to the list out of frustration and found a 2004 XK8 convertible in British Racing Green on the site of a dealer who specialized in X100 (1996-2006 XK8/XKR) Jaguars. We corresponded a bit over the car which had a rare factory wind blocker and relatively low mileage. I didn't like the wheels on it and he sent me a photo of a set of 18 inch Hydra wheels mounted with Continental tires that he was willing to swap on it. I got to know Val of ValEurosport pretty well during our correspondence. He is located in Apex, North Carolina which is just a couple of hours north of my broth-



## My 2004 Jaguar XK8 Convertible (continued)

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er in South Carolina. So I asked my brother to take a drive up and check the car out for me. From all reports my brother had a great time driving around with Val in the Jaguar convertible, stopping at local fruit stands to buy tomatoes and checking out local attractions. Skip, my brother, was probably more impressed with Val than the car. Essentially, his impression was “this is a guy I would do business with, but this really isn’t the car for you.” The car drove well and looked good, but not good enough to “settle for” when you are actually looking for something else. I let Val know that my brother was impressed with the car, but I was going to pass. I went on to explain about the elusive car that I was looking for and shared the details of my criteria. He was very gracious and a week later let me know the car had been sold. The search continued. I was beginning to think the Holy Grail would be easier to find...

Months later, in the midst of a bit of a health issue, I got an email from Val indicating he had a car coming in that seemed to fit my criteria and he would send me photos before he put it up on his website. I emailed back explaining my situation and told him I was sorry but I just couldn’t deal with buying a car at the time. He was very understanding and expressed more concern for my health than for selling a car. A couple of weeks later as the health issue became less critical and morphed into a new normal for me, I checked his website and there it was; the “Chameleon Unicorn!” It ticked all of the boxes, Ivory interior, 18 inch Centaur wheels, and it was THE COLOR!



So, with only a few days before we were leaving for a couple of weeks in Florida and the COVID pandemic just starting to gain some momentum, I started negotiating price with Val. I also, very quickly, found someone to do a pre-purchase inspection, which did not surface any concerns. Of course knowing how long I had searched for this car, Val didn’t leave a lot of wiggle room. In the end we agreed upon a fair price. I explained the travel situation and Val agreed to keep the car for me until my return. The couple of weeks in Florida that normally pass so quickly, were slowed down a bit in anticipation of the Jaguar that would be showing up when I got home. The pandemic gained momentum rapidly to the extent that we decided to leave a few days early. I got a call from Val with concern that no one knew where this was going and there could be border closings and transport might be disrupted. He wanted to ship the car ASAP. I told him we were leaving the next day and expected to be home two days later. He would ship the car to arrive the day after our anticipated arrival home.

It was a strange drive home. The rest stops were closed in a couple of states. There were lighted billboards telling people to stay home unless absolutely necessary and most of the traffic was northbound with northern state license plates. Most of the cars pulling travel trailers had Canadian tags. They were headed home; concerned the border would be closed. We were relieved to pull into our driveway.



## My 2004 Jaguar XK8 Convertible (continued)

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The next day, March 23<sup>rd</sup>, 2020, I got a call from the truck driver alerting me that he was about 15 minutes away. I told him where to pull the truck off of the highway and walked up to flag him down. Just after I arrived at the agreed spot, the big truck rolled to a stop on the shoulder of the road, I signed some paper work and he backed my Jaguar off of the trailer.

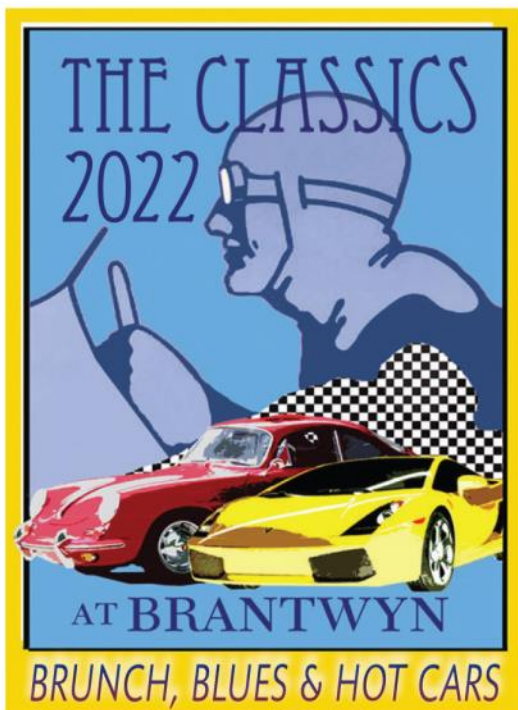


There was a little boy, maybe four or so, watching and he was so excited to see the big truck. I knew how he felt, but I was excited to see my XK8 for the first time. As the truck pulled away, I sat in my 2004 XK8 for the first time and drove it about 300 yards into my driveway. I had found the “Chameleon Unicorn!” and it was mine. Oh yes; the color? Seafoam.

Paul T







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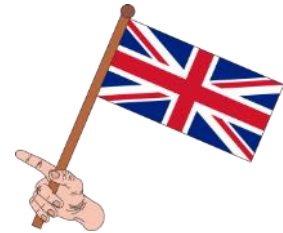
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## DVJC Wants You!



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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☐ **Application for New Membership**

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

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|-------------------------------------------------|-----------------------|-------------------------|-----------------|
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|                                                 | <i>Last</i>           | <i>First</i>            | <i>M.I.</i>     |
| JCNA Number:<br>Renewing or<br>previous members |                       |                         |                 |
| Address:                                        |                       |                         |                 |
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| Phone 1:                                        |                       | Phone 2:                |                 |
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**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.

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|               |       |           |       |      |
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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.)

## 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. [theglen.com/events/2022-hilliard-u-s-vintage-grand-prix/](http://theglen.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

**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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