
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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February 2023

DVJC Leadership 2023-24



DVJC members met for the Annual Holiday Party on January 22nd at the William Penn Inn. The event was well attended including the officers and directors of the club for 2023-2024. Pictured above, l to r, Director Bill Thompson (inset), Director Richard Rosen, Membership Director Tony Tinari, Director Tom Shaner, Director Mike Wolf, President Bill Beible, Vice-President Paul Trout, Secretary Greg Morrison, and Treasurer Jim Sjoreen. Photos from the event are available on the web site www.delvaljaguarclub.com.



It's Never Too Late to Renew Your Membership

It's time to renew your membership in the Delaware Valley Jaguar Club. 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 are shown here. DVJC members with current access should log in to the site as normal. Click on the MEMBERS tab, select "My Membership Profile", and scroll down to "Renew My Membership." 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 40 & 41 to update information. See page 7 for more information.

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issue

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

Quarter Page \$95 / year; \$20 /
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DVJC OFFICERS INFORMATION

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Upcoming DVJC Events

February 11 2023
10:30 a.m.

Jaguar at LeMans—Dominating the Competition
Simeone Museum, 6825 Norwitch Dr., Phila.

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

February 18 2023
10:00 a.m.

Eastwood Demos and Slyfox Brewery Lunch
263 Shoemaker Road, Pottstown, PA 19464

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

March 4 2023
10:30 a.m.

Goober's Garage & Union Park Jaguar (see page 10)
1214 N. Lincoln Street, Wilmington, DE

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

March 19, 2023
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

April 1, 2023
10:00 a.m.-3:00 p.m.
RSVP Required

Antique Automobile Club of America
800 Hershey Park Drive, Hershey, PA

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

May 4, 2023
9:00 a.m.—1:30 p.m.

Golf Outing

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

May 13 2023
Save the Date

Rough & Tumble Historical Museum
Lancaster, PA

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

May 20, 2023
11:30 a.m.
Save the Date

Spring Fling
Ringing Hill Fire Company, Pottstown, PA

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

May 18—21, 2023

Pumpkin Run Rally
Millsboro Volunteer Fire Co., Millsboro, DE

Contact: *Brian Craig, 215-483-5861 or www.northeastrallyclub.com*

June 3, 2023
Save the Date

DVJC Concours d'Elegance
Historic Hope Lodge
553 S. Bethlehem Pike, Fort Washington, PA

Contact: *more information to follow*

June 25, 2023
Save the Date

Longwood Concert and Dinner
Details TBD

DVJC Judge Training

**March 18, 2023,
9:00 a.m.**

**Judges Training Workshop
Valley Forge, PA**

Contact: On-line registration to be available soon..

**April 1, 2023,
9:00 a.m.**

**Judges Training and Testing
Wayne, PA**

Contact: On-line registration to be available soon..

**April 15, 2023,
9:00 a.m.**

**Judges Training Workshop
Huntingdon Valley, PA**

Contact: On-line registration to be available soon..

**April 22, 2023,
9:00 a.m.**

**Judges Training and Testing
Solebury, PA**

Contact: On-line registration to be available soon..

The training sessions above will provide DVJC members interested in judging at the Annual DVJC Concour d'Elegance the necessary information to be a successful judge. These sessions are for persons interested in judging for the first time and for veteran judges updating their credentials. For more information please contact Alan Brown, Chief Judge, at ChiefJudge@delvaljaguarclub.com

See Page 13 for more information.



Your Monthly Bill *February 2023*

Wow! What a great way to celebrate 100 years of Jaguar cars and jump start DVJC's 58th year. For the first time since January 2020, we gathered at the William Penn Inn for our traditional Holiday Party.



Six new and two returning past members were among the eighty-six friends who enjoyed a relaxing social hour after which our emcee, Tony Tinari, welcomed everyone. The brief program included my overview of the state of our club, welcoming new members, a preview of 2023 events and recognition of "super volunteers" Noe LaFramboise, Jay Greene and Alan Brown.

At the conclusion of my remarks, I presented the 2022 Kurt Rappold President's Award to Chuck Kitson recognizing his consistent and enthusiastic participation in club events throughout the years, his easy ability to make guests and new members feel welcome and his willingness to "pitch in" when something needs to be done.



Jim Sjoreen provided a quick update on club finances and outlined the many roles that require volunteers at our Concours d'Elegance on June 3.

Following the blessing delivered by Greg Morrison, we all helped ourselves to the extensive buffet. No one should have gone home hungry!

Rounding out the day, Nancy Beible and Sue Trout drew tickets to determine the winners of ten beautiful gift baskets. Winning bidders for silent auction items picked up their new possessions and then Tony closed the festivities.

Thanks go to Paul Trout (Holiday Party chairman), Tony, Noe (silent auction), Nancy, Sue, Jim and Brian Craig for their work putting all of the pieces together.



January DVJC Board of Directors meeting

The quarterly meeting of your club's board of directors, also known as the Executive Committee, was held January 11. Participating, in addition to all officers and directors, were Jay Greene, Noe LaFramboise, Kevin Fitzgerald and Alan Karpovitch. Jim Sjoreen reviewed 2022 club finances which can be described as "solid." We managed a small surplus of income over expenses at year-end, primarily from better-than-expected Concours/CMoE gate receipts. Our balance sheet is strong. Given that strong financial position, we have made a decision to subsidize the cost of select member events and, later in the year, will consider increasing the monetary support of America's British Reliability Run and the mission of the Coventry Foundation for 2023. Financial statements are available in the "Members" section of our website.

Our membership remained steady at about 130 families for several years up through 2020. Over the course of 2021 and 2022, DVJC membership increased to 167 members at year end 2022. We are pleased with the historically strong rate of renewals for 2023. The board's focus is offering a mix of events that appeal across the spectrum of our current members' interests along with efforts to promote the club to a broader audience throughout SE Pennsylvania, Delaware, New Jersey and NE Maryland. Please [share your ideas for activities that interest you](#).

Considerable time was spent planning the calendar of events for the coming year. The first half of the year is pretty well solidified (and full) with the third quarter coming more clearly into focus. If you don't normally do so, I encourage you to try out some of the events that are offered.

Your Monthly Bill *February 2023(continued)*

Check out the three events on tap over the next several weeks: [Jaguars at LeMans](#) at the Simeone Museum; [Tech Session](#) at the Eastwood Company followed by lunch at Sly Fox Brewery; and a [private tour of the forty-car collection at Goober's Garage and a visit to Union Park Jaguar](#) followed by lunch at Goober's Diner, all sponsored by the dealer.

Remember, board meetings are open to all members of our club so feel free to attend the next one scheduled for Tuesday April 11.



Yes, it's soon that time again. In fact, it already is. The first of many meetings and work sessions planning for the 2023 Concours and Cars and Motorcycles of England (CMoE) began in early January. Jim Sjoreen, Greg Morrison, Jay Greene and I met with members of Delaware Valley Triumphs and Friends of Hope Lodge in early January. The reputation of our show as one of the best and most well-organized events of its type has spread well beyond our region. There are numerous volunteer roles that must be satisfied to pull off another great show in 2023. Of particular importance is availability of Concours judges trained and certified according to JCNA rules. Each year, we need to welcome new judges to backfill attrition and spread the load a little more broadly across existing judging teams.



We want YOU, the men and women of DVJC, to consider becoming judges. You need not be a living, breathing Jaguar authenticity encyclopedia or a restoration expert. Training and workshop sessions are offered each spring by our Chief Judge, Alan Brown. On the day of the show, new judges work as apprentices alongside experienced judging team members. I can report from my own experience that judging is rewarding and fun.

The continuing success of the DVJC Concours and CMoE is important to the success of our club and the preservation of the Jaguar marque. As a large event, it is only successful when many members volunteer their time and talents working together to prepare for and conduct the show. Additionally, we usually realize a small financial surplus that augments other sources of club income.

And, speaking of the Jaguar marque, on January 11th, Jaguar introduced the [final model year update of the F-Type](#) during the 75th anniversary year of the introduction of the XK120. Delivery of the two special editions will commence in the spring of 2023. Who knows what's coming next as Jaguar continues its transition to an all-electric product offering in 2025?

Here's to many "Jaguar kinds of days" in 2023!

Bill

Welcome New Members

Michael Khavinson
Rydal, PA

Andrew Bares
Cape May, NJ



Membership Musings

February 2023

By: Tony Tinari

2023 is off to a fast start! To begin with, looking in the rear-view mirror (or the backup camera, as the case may be), it was wonderful to see so many of you at our holiday party at the William Penn Inn on January 22. As you are all aware, due to pandemic related precautions, it was necessary to cancel this annual event in the two previous years-much to the chagrin of your club leadership. Our attendance this time around (88 members and co-members) is thought to be a club record for this event. It was a great way to kick off another busy DVJC year, and our gift basket raffle and silent automobilia auction were each quite successful. I was honored to serve as your conscripted, reluctant emcee for the proceedings, and I thank you all for indulging my frequently offbeat sense of humor. And, of course, major thanks are in order to those responsible for putting the event together: Paul Trout, Brian Craig, Noe LaFramboise, Nancy Beible, and Sue Trout.

candidly there is a noticeable absence of a number of foreign marques, particularly European top end models (Maserati notwithstanding). Ford and Chevrolet really dominate the show floor, with an abundance of SUV's. In addition, lots of space is devoted to an EV "test track" of sorts, and to the demonstration areas for "Camp Jeep" and "RAM Truck Territory". Making no apology for my automotive proclivities, I have to tell you that my favorite exhibits were those of the AACA and the Classic Auto Mall, each of which featured a diverse array of classic or antique cars and motorcycles. They also were situated in the prime real estate of the train shed area of what was the old Reading Terminal. And, of course, my Jaguar Radar was on high alert, detecting only one example (in the AACA display). But wow, what a specimen!-a shiny black 1967 E-Type Series 1.5 Fixed Head Coupe.



Party Pre-Game Huddle



Solitary Jag on the Red Carpet

As I write this, the Philadelphia Auto Show is underway through and including February 5. Having had the opportunity to visit it myself today, I would first observe that there is a wonderful feeling of return to normalcy which accompanies seeing the vast array of vehicles on the Pennsylvania Convention Center floor. That said,

Looking ahead through the windscreen, February has some great Jaguar events in store. On February 11, the Simeone Foundation Automotive Museum is hosting an event called "Jaguars at LeMans; Dominating the Competition". This will consist of a lecture and, weather permitting, running of a C-Type, a D-Type, and an XK120 in the back lot. (I believe the D-Type is the one famously acquired by Dr. Simeone at an auction in which the underbidder was some British musician chap named Mick Jagger.) I am reminded of the Jaguar LeMans glory days every time I look at the boot lid of an XK150 (see below). Ticketing for this event is done through Simeone. More event details are available on our DVJC website and at simeonemuseum.org.



Celebrating Racing Immortality

Finally, on February 18 DVJC will host another “combined” event, a technical session at Eastwood Company in Pottstown, PA, with lunch to follow at the nearby Sly Fox Brewery. Event details and registration are available on the DVJC website.

I remain convinced that our schedule of interesting and entertaining events is the most compelling reason to join and participate actively in DVJC. With our current census of 150 members and 111 co-members, we are gradually returning to our highest member count in club history, and the year is still young . . . Just as important as those numbers are the agenda and activities which we’ll enjoy together. I urge you to be a part of it all in 2023!

Happy February Motoring,

Tony



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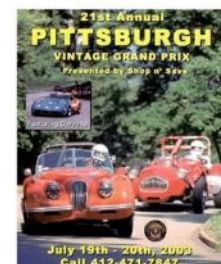
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Chase Away Your Winter Blues!

By: Jay Greene

Chase away your winter blues!

Classic cars and comfort food sponsored by
Union Park,

Saturday March 4th.

FREE

We have a fun event confirmed for Saturday March 4th sponsored by Union Park Jaguar in Wilmington, Delaware.

We will start with a meet and greet at the Goober's Garage car collection. Union Park Jaguar will sponsor homemade donuts and fresh coffee from the adjacent Goober's Diner. Goober's Garage is an interesting private collection of about 40 cars that will be open just for DVJC members. There are very early models, muscle cars and race cars too.

Union Park Jaguar is across the street. They will show us their facilities and answer your Jaguar kind of questions. Enjoy a private lunch of comfort food on the second floor at the 50s style Diner, all sponsored by Union Park!

Traffic is a consideration for those of us driving vintage cars. I suggest that Pennsylvania members should plan on driving South on Route 476 in the morning and return by Route 202 North in the afternoon.

The schedule:

10:30 am: Arrive at Goober's Garage for mingle and tour until about noon.
Coffee and donuts sponsored by Union Park.

Noon to 1:00 pm: Visit Union Park Jaguar across the street. See new cars and their service center with a presentation by the knowledgeable sales manager.

1:00 to 2:30 pm: Lunch at Goober's Diner.
Private second floor, classic diner fare sponsored by Union Park Jaguar.

Beer and wine are available. If you are familiar with Buckley's Tavern, you know the food will be good!

The address for Goober's Garage is 1215 N Lincoln St, Wilmington, DE. Parking is not a problem. There is parking along the street, which is not very busy. Goober's staff will be there by 10:00 am to assist with parking. The vintage cars will park closest to the Diner and the Garage, while the daily driver non-Jaguars will be parked a little farther away.

I look forward to seeing you there!

Jay Greene
302-593-0448

Some pictures can be found by [Clicking Here](#).

And more photos can be found by [Clicking Here](#).

For some background information [Click Here](#).



RSVP Required!! Please reserve your spot by [Clicking Here](#).



Kurt Rappold President's Award

The President's Award was established in 2010 to recognize members who are active participants in DVJC and JCNA events and who make meaningful contributions to the betterment of DVJC through volunteer and leadership roles. In 2017, the award was renamed the "Kurt Rappold President's Award" to honor Kurt's memory and his love for and dedication to the Delaware Valley Jaguar Club.

Chuck Kitson demonstrates his love for and dedication to our club through his active participation. He is involved in nearly every DVJC event held throughout the year, most of the time accompanied by his wife, Charline. His enthusiasm contributes to the "good vibrations" experienced at our activities. He naturally makes guests and new members feel welcome and comfortable. Chuck is a willing and enthusiastic volunteer. Wherever and whenever there's a need, he's anxious to dig in and get the job done.

With pleasure, I present Chuck with the 2022 Kurt Rappold President's Award.

Thank you for your friendship and service to the members of the Delaware Valley Jaguar Club.

Bill Beible

President

January 22, 2023



Save the Date! Saturday May 20, 2023



DVJC Spring Fling 2023

11:30 – 3:30

Ringing Hill Fire Company

Pottstown, PA



We're Having a Birthday Party to Celebrate 75 Years of the Jaguar XK120

BYOB Cocktail Hour **Gourmet Lunch**

Jaguar XK120 Birthday Cake!

Casual Car Show **Games** **Silent Auction**

**Bring Your Jaguar to Celebrate
The Jaguar XK120 1948-2023**

Member Anniversaries

Member		Co-Member		Join_Date	Years
Brian	Craig	Pauline	Craig	19-Feb-05	18
Jeff	Bolmeyer			01-Feb-05	18
Dave	Browne	Rose	Browne	23-Feb-08	16
Gregory	Morrison	Kathleen	Morrison	25-Feb-13	10
Robert	Hahn			29-Feb-20	3
Gerald	Wells			17-Feb-22	1
Jim	Berg	Linda	Berg	27-Feb-22	1
John	Lee	Kelly	Lee	20-Feb-22	1

JUDGES TRAINING 2023

Dear fellow DVJC members,

This letter is an Invitation to Concours judge's training, in preparation for our Concours on Saturday, June 3rd, 2023.

All current and former judges as well as anyone interested in becoming a judge are welcome. At these training sessions we will be using the 2022 Judging Guide, required by JCNA. We will also take the test provided by JCNA and discuss some of the finer points of scoring a Jaguar. If you have not judged in the past, as an apprentice, you will be assigned to a team of experienced judges, which provides the opportunity to develop your judging skills over time.

The venue and dates are as follows. Judges must attend at least one of the training/testing sessions.

- March 18th Workshop at Leo Kob's in Valley Forge, PA
- April 1st Training/Testing at Jim Sjoreen's in Wayne, PA
- April 16th Workshop at Tony Tinari's in Huntingdon Valley, PA
- April 22nd Training/Testing at Alan Brown's in Solebury, PA

Workshop: Hands-on judging of member cars followed by a review of each team's scores. The purpose is to expose new judges to the scoring process and provide all judges with the opportunity to review and discuss how potential imperfections should be evaluated and scored, including the proper methods for reporting deductions.

Training and Testing: This required session will review the JCNA judging guide and any approved changes made to the guide for the year. All participants will also take the test prepared by JCNA followed by a related Q&A discussion.

What I need to know.

1. Your confirmation of commitment to judge.
2. The model of Jaguar you would like to judge.
3. Which, if any, car(s) you will be entering.
4. Which of the venues you will attend.

Please reply at your earliest convenience, to chiefjudge@delvaljaguarclub.com

Registration through the web site will be available in the near future.

Thank you,

Alan Brown. Chief Judge. DVJC.

(Hurricane) Ian the Terrible

By: Stephen Wouch

It has taken me a few months to be able to sit down and tell the tale of my 1974 E-type OTS.

I always loved cars. When I was about five years old, I would walk down the Philadelphia streets with my father, and I could identify almost every model and make of car parked at the curb.

When I was 15 years old I was walking on Bustleton Pike to visit a friend who lived in Feasterville. There was a used car lot at the corner where you turned into his development, and that day there was a Jaguar E-Type convertible sitting there for sale. I thought it was THE most beautiful car I ever saw. Even though I was more of a muscle car admirer back then, I vowed that if I could ever afford a Jag like that I would buy one.

My wife and I married young, and eventually I started buying cars. We started with a 1973 Triumph Stag, which is a different sort for a Triumph, and then several other Italian cars. But my heart always yearned for that Jag.

One day I saw one advertised in Hemmings. It wasn't too far from where we lived so I called the owner and went to see it. Fate intervened because it was the exact same color as that car on the used car lot—baby blue, with blue interior and black drop top with four speed transmission. After a bit of haggling and clearing the title, I eventually picked it up and drove it home. I finally had my Jag! We drove it regularly in nice weather and kept it well maintained, but like everything in life things wear out. The lacquer paint started to spider web in spots, so I decided I would have it painted. But to do it right, the engine would have to be removed. And if you took that out, you might as well replace whatever needed replacement since in some cases it's easier when the engine is out. And while you're painting it with modern paint, you could change the color so we did. And of course then you had to change the interior to match the new paint. And while you're doing that you could also replace the drop top. Long story short, every nut and bolt came out, all the body panels were removed, the frame went on a rotisserie, interior redone and the top. It took almost five years to complete the project and get the car back in its garage. But it was worth the wait. She was just beautiful in her new silver paint, black interior, and new top. The engine

purred with it's new stainless-steel exhaust and rode like new on its new stainless wire wheels, and tires. We enjoyed taking her to car shows and events and got to know some very nice Jag owners.

Shortly after we got her back, I took my young teenage son out for a ride. It was a beautiful spring day, and the top was down. We stopped at the local shopping center, and I left him and the car parked at the curb while I ran into the store for something. When I came out, he had two young teenage girls leaning into the car talking to him. As we drove away he said to me "Dad don't ever get rid of this car because it's a babe magnet".

In June 2021 my wife Marcy and I decided it was time to sell the home we raised our children in as it was too big for us now, and we felt it was time for another young family to enjoy it. In preparation for that, I had our cars transported to our home in Bonita Beach, Florida and installed a lift to accommodate them.

Of course, we joined the Jag Club of Southwest Florida and began transitioning to their events where we met some wonderful people and in October 2021 we showed our Jag and participated in the road rally at the International Jaguar Concours near Sanibel Island.

One thing that we did learn is that the DVJC is a very well run, member oriented club and not every club is like that.

Unfortunately, we live on the bay side of Bonita Beach and Hurricane Ian was not kind to us. We had 8 feet of water outside and 6 feet in the garage, and our first floor was ruined. We lost most everything in the garage, except the one car that was on the lift. And it wasn't the Jag. My heart broke when I was able to get in and saw everything was covered with mud and sand including the Jag and the other car in the garage. When I uncovered it and opened the door, water ran out of the doors, the glove box, and the console. The interior was growing mold, and the wheels had started to rust. It was the only thing I really mourned. My wife's new C8 convertible was destroyed along with my 2018 F-pace that we drove cross country in the summer of 2021. My boat broke free of the lines on the lift, and ended up a

(Hurricane) Ian the Terrible (continued)

couple of miles away, 50 yards into the mangroves. Of all the things we lost, I only cried over the Jag. Hurricane Ian was one of the worst storms in over 60 years to hit Florida.

We had a boat and a wave runner in our side yard, neither of which was ours. The pool had dead fish in it, and there was mud everywhere. We are presently replacing AC units, electrical panels, drywall, carpets and flooring, but it's a slow slog. My boat was finally recovered from the mangroves after spending a month and a half in the elements. My best guess is that she's a total loss too.

And while we lost "stuff" our hearts break for

folks who lost family or friends in the storm. Some people lost everything. Many of the houses are simply gone. We are fortunate that we can rebuild and replace and we have started that process.

I never considered the Jag a possession, but rather I was a caretaker and a custodian for either my son or someone else to take over caring for it when I no longer could. It's the marque that's important. I will miss that car.

We already replaced the F-pace with a new one, but after caring for the E-type for over 30 years I miss that car the most.

Editor's note: Steve was a long-time member of the Delaware Valley Jaguar Club before moving to Florida. The DVJC club records indicate Steve joined the club in January 1996. He attended the Delaware Valley Jaguar Club's Annual Concours d'Elegance on June 1, 2019 and tied for 1st place in Driven Division D4. Below are photos from the 2019 Concours. Steve's photos accompanying this article are on the next page.



(Hurricane) Ian the Terrible Photos



Road Trip!!



Imagine you in your Jaguar cutting a path through the Poconos during the peak of fall foliage. Planning is underway now for a four-day, three-night road trip from Tuesday October 10 through Friday October 13, 2023.

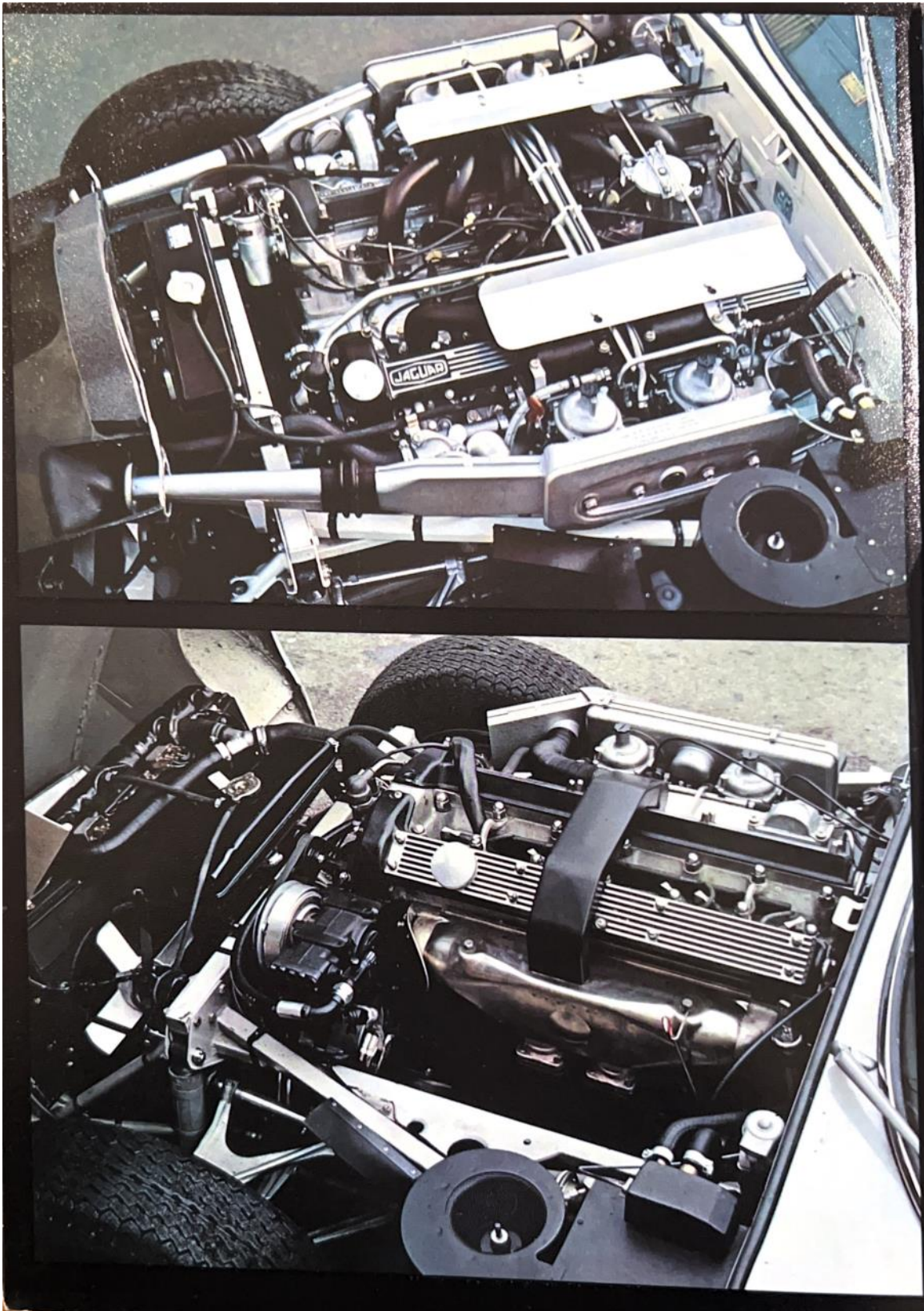
As with our prior trips to Cape May and the Chesapeake, the dates are set and the schedule of events will be developed over the next few months. We will, again, offer a mix of group events along with free time to follow your own path. This year, members of the Jaguar Touring Club are invited to share the fun with us.

The Penn Stroud is our headquarters hotel. It is in downtown East Stroudsburg within easy walking distance of many restaurants and shops. You can reserve now from the block of 28 rooms that has been established by [using this link](#) or by calling the hotel at 570-421-2200. There is a mix of king and double queen rooms available at our discounted rate. The event name on the room block is "Jaguar Pocono Prowl." There is plenty of off-street parking for our cars.

Please advise me by email when you have reserved your room. Questions – 610-223-1051.
Bill & Nancy Beible

**SERIES 3
E-TYPE**

JAGUAR



BRIEF SPECIFICATION

V12 ENGINE Twelve cylinder, 60° vee, 5.3 litre engine. 90mm bore x 70mm stroke. Capacity 5343 cc. Maximum bhp GROSS: 314 at 6200 rpm. DIN: 272 at 5850 rpm. Maximum torque GROSS: 349 lbs.ft. at 3800 rpm. DIN: 304 lb.ft. at 3600 rpm. Maximum BMEP GROSS: 151 psi at 3600 rpm. DIN: 141 psi at 3600 rpm. Compression ratio 9:1. Single overhead camshaft per bank. Four Zenith-Stromberg carburetters. Lucas Opus Mark 2 electronic ignition system. Vertical-flow radiator with thermostatically controlled electrical fans.

4.2 LITRE ENGINE In-line 6 cylinder, twin overhead camshaft, 'XK' engine with twin carburetters. Bore 92.07 mm. Stroke 106 mm. Capacity 4235 c.c. Max. BHP (Gross) 187 at 5,000 r.p.m. (DIN) 171 at 4,500 r.p.m. Max. Torque (Gross) 237 lbs.ft. at 3,000 r.p.m. (DIN) 230 lbs.ft. at 2,500 r.p.m.

TRANSMISSION Choice of four-speed all-synchromesh manual gearbox or Borg Warner Model 12 automatic transmission (P,R,N,D,2,1).

SUSPENSION Fully independent suspension all round, incorporating anti-dive geometry at the front.

BRAKES Servo assisted disc brakes all round. Ventilated type at front. Dual fluid circuits for safety.

STEERING Rack and pinion type with power assistance. Collapsible upper and lower steering columns. Dished steering wheel with leather covered rim.

WHEELS AND TYRES Wide rim painted, pressed-steel wheels with chromed rim embellishers. Dunlop SP Sport radial ply EV70VR15 tyres. Chrome plated pressed steel and chrome plated wire spoke wheels available as optional extras.

FUEL SUPPLY 18 gallon tank. Electric pump.

ELECTRICAL EQUIPMENT AND INSTRUMENTS Alternator. 12-volt battery. Negative earth system Pre-engaged starter motor. Lighting equipment includes hazard warning system. Instruments include oil pressure and water temperature gauges, and battery condition indicator. Twin, two-speed windscreen wipers. High velocity, twin-spray screen washer.

BODY Monocoque main section. Bolt-on subframe for engine and front suspension. Choice of open 2-seater (hardtop optional extra) and 2+2 fixed head coupe. Semi-reclining seats in both models.

HEATING AND DEMISTING High capacity fresh air heating and demisting system with through-flow ventilation on 2+2 and optional hard-top models.

PRINCIPAL DIMENSIONS Overall length 15ft. 4½ins. (468.4 cm). Overall width 5ft. 6 1/8ins. (167.8 cm). Wheelbase 8ft. 9ins. (266.7 cm). Track front 4ft. 6½ins. (138.7 cm). Track rear 4ft. 5ins. (134.6 cm). Turning circle 36ft. (11 m).

Recognizing 1971 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. DVJC has published every month all changes I highlighted on the Series 1 and 2 cars, and now on to February and on to the amazing Series 3, with a V12!!!!

The FHC on the 8' 0" Short Wheelbase (SWB) was deleted and no longer offered for the 1971 model year, and all Series 3 OTS and the 2+2's would now be built on the longer 8' 9" Long Wheelbase (LWB). This shortcoming was noted by serious car enthusiast and Jaguar aficionado, Jason Len of XKs Unlimited. He built a very authentic looking Series 3 SWB OTS by extensively modifying a stock Series 3 2+2, removing the roof, grafting in the boot area, shortening the car a full 9 inches, narrowing it about 4 inches in places and adding many Series I parts from his extensive inventory of authentic reproduction parts. The result was so aesthetically pleasing and seemingly factory built that the car was purchased by Jay Leno. This remarkable build is documented in one of Leno's excellent videos available on U-Tube (<https://www.youtube.com/watch?v=22NTet2n-Sg>). It is believed to be the only SWB Series 3 OTS in existence. Series 2 2+2 production ceased in July 1970 with the Series 3 2+2 production starting August 1970. Series 2 OTS production ceased in Oct 1970 with the Series 3 OTS production starting very slowly in December 1970.

To illustrate how slow the Series 3 OTS production was, here is the monthly car production breakdown:

Dec 1970	3
Jan 1971	1
Feb 1971	4
M/A/M 1971	0
June 1971	18
July 1971	3
Aug 1971	64
Sept 1971	56

The total 1971 OTS production was 164 LHD plus 209 RHD which equals 373 cars. Compare the above OTS monthly numbers to Series 3 2+2 production, which in 1971 ran consistently between 250-400 units every month. Total 1971 2+2 production was 3,041 cars. Since the OTS was on the LWB, the automatic transmission

(AT) was now available on all E-Types. The chassis number still had a BW suffix when fitted with the updated Borg Warner Model 12 AT that included a newly integrated electric solenoid for quicker, more predictable downshifts during wide open throttle conditions.

The launch of the 1971 E-Type was 25 March 1971 in Palm Springs, CA. Two weeks later at the New York Auto Show British actress Diana Rigg (of "The Avengers" and "On Her Majesty's Secret Service" fame) was present for the E-Type unveiling in New York. There are conflicting reports about which cars were present at each event, but for sure, serial number 1S20001 (the first LHD OTS, currently owned by Dr Michael Mueller) was at one of these inaugural events.

Here is an overall summary of the Series 3 car compared to the Series 2:

15,287 cars were produced 1971-1974, all with a V12 5.3 liter displacement engine. They continued with the same monocoque body with engine sub-frame and independent rear suspension with inboard rear disk brakes. The fuel tank was increased from 16.8 gallons to 21.6 gallons. The wheel track was widened from 50.0" to 54.5". The width of the car was widened from 65" to 66.25". The bonnet changed by adding flared wheel arches, a distinctive air intake with a bird-cage grill, and an additional air scoop below. Power steering came standard on all cars, so the "P" prefix was not required in the chassis number. Wheel rim size was increased from 5" to 6", with Dunlop ER70VR15 radial tires as standard equipment. Chrome wire wheels were an additional cost, as the pressed steel wheels with aluminum finish and chrome hubcaps came standard. See Addendum 1 to see the breakout price list for options available in 1971 on a 2+2.

Length= 15' 4.5"; width= 5' 6.25"; Ground clearance 5.9";

Weight= 2950 lbs (OTS)//3020 lbs (2+2)

List price= \$7130.00 (OTS)//\$7580.00 (2+2).

The V12 was originally designed in the early 60's for racing as a dual overhead cam like the XK design, but it was scrapped due to unreliability issues and redesigned with a single overhead cam. A 4.9 liter four cam V12 was on the drawing board as early as 1951 for racing purposes then put on the shelf when Jaguar withdrew from

Recognizing 1971 E-Type Changes (cont'd.)

racing in 1956. In 1964 the V12 ran for the first time developing 502 bhp at 7,600 rpm. This was going to be placed in a new mid-engine car (the XJ13) to compete at Le Mans for the 1966 racing season, but was shelved due to sales considerations. Jaguar was concerned future E-Type buyers might postpone sales waiting for the V12 production unit, which could be five years away. The new Series 3 had a larger engine displacement. Here is an engine comparison of the 4.2 versus the 5.3:

Series 2 6-cylinder engine:-

4235 cc (258.4 cubic in).
Twin overhead cam in line 6-cylinder.
Twin Stromberg carburetors.
600 lb cast iron block.
Bigger bore:- 92.07 mm x 106 mm stroke.
187 BHP(gross) @ 5000 RPM.
Hemispherical heads with domed pistons.
Most cars came with 9:1 compression,
8:1 pistons were also available.
Max torque 237 ft-lbs @ 3000 RPM.
Red line on Tachometer 5000 RPM.

Series 3 V12 engine:-

5343 cc (326. cubic in).
Single overhead cam 60 degree V 12-cylinder.
4 Stromberg carburetors.
680 lb aluminum block.
Smaller bore:- 90.0 mm x 70 mm stroke.
314 BHP(gross) @ 6200 RPM.
Flat heads with recessed pistons.
Most early cars came with 9:1 compression,
8:1 pistons were also available.
Max torque 349 ft-lbs @ 3800 RPM.
Red line on Tachometer 6500 RPM.

Note the nostalgic ad this month shows the original sales brochure for the Series 3 E-Type, where both 6 and 12 cylinders were offered, but only a handful were made as 6 cylinders (More is always better!!).

MODEL YEAR 1971 easily recognized changes:

1) Starting August 1970 (after completing all 18,813 Series 2 cars), a distinctive V12 badge was added to the boot and rear hatch. The 2+2 rear hatch also received an air extractor, and all cars had 4 fantail exhaust tips hanging below the boot, indicating there were a lot of cylinders under the hood. (See reference 1, p139). Starting:
LHD chassis- 1S20001(OTS)//1S70001(2+2);
RHD chassis- 1S1001 (OTS)//1S50001(2+2).

2) Starting August 1970 (after completing all 18,813 Series 2 cars), the body was changed with flared out wheel arches, the motif bar was replaced by a grill, along with an extra air scoop below the mouth area. The cars had added the first of three versions of bumperettes. (See reference 1, p138). Starting:
LHD chassis- 1S20001(OTS)//1S70001(2+2);
RHD chassis- 1S1001 (OTS)//1S50001(2+2).

3) Starting August 1970 (after completing all 18,813 Series 2 cars), the steering wheel was downsized from 17" to 15". The horn was relocated back to its proper location in the center of the new steering wheel, where it belongs. I had neglected to mention in last year's 1969 article that Jaguar had moved the horn button to the left stalk. All cars now came with power steering. (See reference 1, p133,p141). Starting:
LHD chassis- 1S20001(OTS)//1S70001(2+2);
RHD chassis- 1S1001 (OTS)//1S50001(2+2).

4) Starting August 1970 (after completing all 18,813 Series 2 cars), the commission/chassis plate was relocated again to the front facing bulkhead next to the bonnet safety latch behind the engine. (See reference 1, p160). Starting:
LHD chassis- 1S20001(OTS)//1S70001(2+2);
RHD chassis- 1S1001 (OTS)//1S50001(2+2).

5) Starting August 1970 (after completing all 18,813 Series 2 cars), the battery was moved from the left-hand side to the right-hand side. (See reference 7, p318). Starting:
LHD chassis- 1S20001(OTS)//1S70001(2+2);
RHD chassis- 1S1001 (OTS)//1S50001(2+2).

6) Starting August 1970 (after completing all 18,813 Series 2 cars), the windshield washer bottle container was relocated to the left-hand side which was vacated by the battery relocation. (See reference 7, p324). Starting:
LHD chassis- 1S20001(OTS)//1S70001(2+2);
RHD chassis- 1S1001 (OTS)//1S50001(2+2).

7) Starting 20 April 1971 (after completing 1,446 Series 3 cars), the oil filler cap was changed from polished alloy to black, with two short handles. Note all dipsticks for V12 engines have the entire top handle made of red plastic. I had neglected to include an interim dipstick change that started with the Series 2 in model year 1969, which was a loop at the top which held a red plastic insert. (See

Recognizing 1971 E-Type Changes (cont'd.)

reference 7, p308-309). Starting:
LHD chassis- 1S20025(OTS)//1S71240(2+2);
RHD chassis- 1S1005 (OTS)//1S50180(2+2).

8) Starting May 1971 (after completing 1,725 Series 3 cars), the center panel mounted Smith's clock was changed to a German-made Kienzle clock, which has the time set knob in the middle of the lens. (See reference 7, p322). Starting:
LHD chassis- 1S20025(OTS)//1S71494(2+2);
RHD chassis- 1S1005 (OTS)//1S50205(2+2).

Trivia item- Jaguar stated that snow chains could not be used on the Series 3. I guess Jaguar wanted owners to keep them garaged/hibernating in the winter.

~~~~~  
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 3 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 (and owner of 1S20001).

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

REF 6- Paul Skilleter's book, "The Jaguar E-Type, A Collectors Guide", details many Engineering changes by chassis # and date.

REF 7- Malcolm McKay just published a new 400 page reference (June 2021), detailing more info on all three series, with many great pictures on almost every page, many contributed by Chuck Hadley of Monocoque Metalworks.

REF 8- The three amigos----Robert Stevenson authored the Series 1 judges guide, and was chief judge for Michigan. Stew Cleave authored the Series 1.5, Series 2 and Series 3 judges guides, and was chief judge in Oregon. George Camp lives in South Carolina and is president of the Coventry foundation. He oversees the tool loan program, and assisted greatly in all judging guides. I have had the privilege to consult and learn from all three in the compilation of these articles, and without their assistance these articles would not have been possible.

---

## Addendum 1 1971 2+2 sticker prices and options (see Ref 3, Chassis # 1S72292BW)

### STANDARD FEATURES

Power steering  
Heater and demister  
Leather upholstery  
Dual exhausts  
Windshield washer  
Turn indicators  
Adj steering wheel  
Back-up light  
Tachometer  
4 Wheel disk brakes

|                      |                  |
|----------------------|------------------|
| Chrome wire wheels   | 285.00           |
| Automatic            | 264.00           |
| White wall tires     | 47.00            |
| Tinted glass         | 50.00            |
| Air conditioning     | 538.00           |
| Heated rear window   | 60.00            |
| AM/FM radio          | 235.00           |
| <u>TOTAL OPTIONS</u> | <u>1479.00</u>   |
| <u>FINAL PRICE</u>   | <u>\$9059.00</u> |

BASE PRICE     \$7580.00

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# Recognizing 1971 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. 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 three articles on the follow-on Series 3(5.3) model years.

**TABLE 1: SERIES 3(5.3) 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> |
|--------------|------------------|------------------|-----------------|----------------|----------------|-----------------|----------------|
| 1970         | 590(+1)          | 3(+1)            | 0               | 0              | 0              | 523             | 64             |
| 1971         | 3414             | 164              | 209             | 0              | 0              | 2138            | 903            |
| 1972         | 4327(+3)         | 1519(+1)         | 470(+1)         | 0              | 0              | 1688(+1)        | 650            |
| 1973         | 5087             | 2787             | 968             | 0              | 0              | 833             | 499            |
| 1974         | 1869             | 1645             | 224             | 0              | 0              | 0               | 0              |
|              |                  |                  |                 |                |                |                 |                |
| <b>TOTAL</b> | <b>15287(+4)</b> | <b>6118 (+2)</b> | <b>1871(+1)</b> | <b>0</b>       | <b>0</b>       | <b>5182(+1)</b> | <b>2116</b>    |

**KEY**

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

\*\* see 1S20003 was scrapped at factory (maybe crash test?)

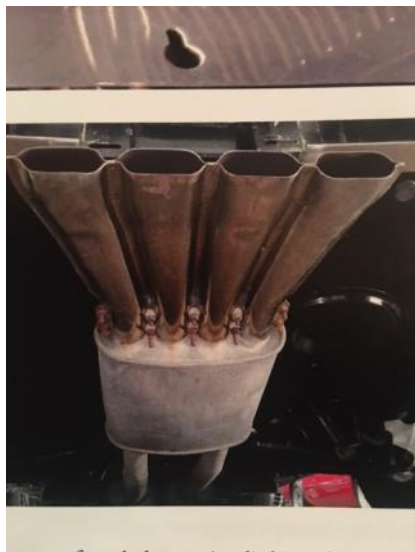
**TABLE 2: CHASSIS NUMBERS ALLOCATED**

| <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> |
|-------------|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1970        | 1 <sup>st</sup> Chassis | 1S20001        |                |                |                | 1S70001        | 1S50001        |
|             | Last Chassis            | 1S20004        |                |                |                | 1S70523        | 1S50064        |
| 1971        | 1 <sup>st</sup> Chassis | 1S20005        | 1S1001         |                |                | 1S70524        | 1S50065        |
|             | Last Chassis            | 1S20068        | 1S1209         |                |                | 1S72661        | 1S50967        |
| 1972        | 1 <sup>st</sup> Chassis | 1S20169        | 1S1210         |                |                | 1S72662        | 1S50968        |
|             | Last Chassis            | 1S21688        | 1S1680         |                |                | 1S74350        | 1S51617        |
| 1973        | 1 <sup>st</sup> Chassis | 1S21689        | 1S1681         |                |                | 1S74351        | 1S51618        |
|             | Last Chassis            | 1S24675        | 1S2648         |                |                | 1S75183        | 1S52116        |
| 1974        | 1 <sup>st</sup> Chassis | 1S24676        | 1S2649         |                |                |                |                |
| June 1974)  | Last Chassis            | 1S26120        | 1S2872         |                |                |                |                |

# Recognizing 1971 E-Type Changes Photos



Diana Rigg at NYC launch



Quad exhaust tips



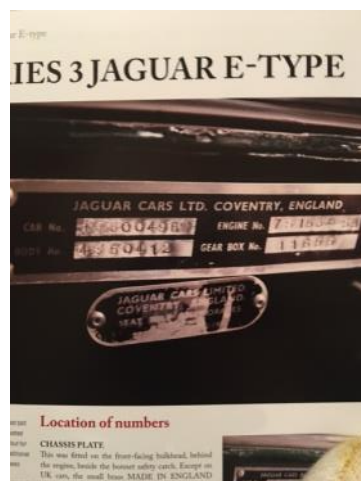
15" steering wheel



V12 badge and grill



Flared wheel arches



Bulkhead commission plate

# Recognizing 1971 E-Type Changes Photos (cont'd.)

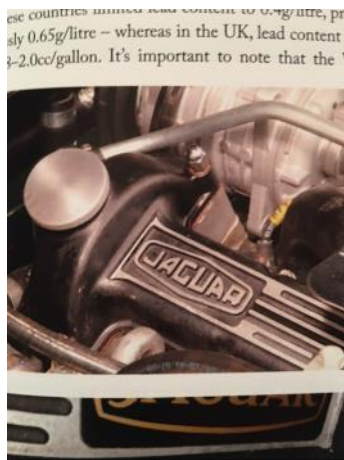


The battery was moved to the right-hand side, and there was a new BUTEC control box mounted just behind it. Above it are the reservoirs for clutch and brake fluid (the latter one of two), and the wiper motor is behind that.

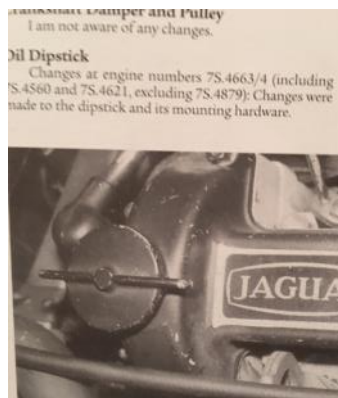
Battery right side



w/w bottle left side

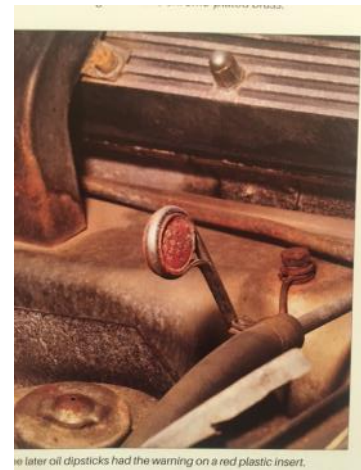


Oil cap filler



The later Series III cars had a flat region cast onto the front of the cam covers where a "JAGUAR" sticker was placed. Note the later-style oil-filler cap, now without flutes but with a handle cast in. Unlike the earlier caps, which were bare aluminum, these later ones were finished in black. The top side region...

Oil cap filler w/handles



Series 2 dipstick loop



Series 3 dipstick



The Smiths clock was replaced with this Kienzle unit with radially oriented numerals and a central set-knob. It was mounted in the same center dash position as the earlier clock.

Kienzle clock



# CLASSIFIED



## Parts for Sale

Parts shown in the photos are for sale. Console covers, badges and door handle are \$10. All other parts are \$5.

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

---

## 1971 Series II E-type; primrose over black interior. Asking \$82,000.

Owned since 2010. Purchased at 34,000 miles; odometer currently reads 38,000. Hood and interior both in very good shape. Converted to triple SU Carburetors. Older two-eared knockoffs on new wire wheels. Comes with a workshop manual and a small number of spare parts. Numbers matching. Heritage Certificate included.



Down to bare metal respray in 2014 @35,600 miles, so only 2400 miles driven since. No rust found at that time; minimal body work required. Additional work done at that time: Gearbox refurbished. New dash top pad; new canvas boot cover for the the hood (top) when lowered; new passenger window regulator; new Dayton wire wheels with General tires; new bonnet strut; various seals/gaskets.



Other work done during current ownership: New main engine seals; front brakes and calipers; stainless steel exhaust system; new seatbelts; overhead cam gaskets replaced; heater blower replaced; new shift boot and trim; replacement Motolita wooden steering wheel (original available) and wooden shift knob; new main and secondary clutch cylinders; new main brake cylinder; rebuilt oil pressure sending unit and gauge recalibration—now works the way it should.

This E-Type is a fine driver level E-type, but I am not driving it sufficiently, and I am at the point where I need to downsize. I would love to see the car go to someone in the club.

Contact Steve Cutcliffe at [shc0@lehigh.edu](mailto:shc0@lehigh.edu) or 610-570-0515.

---

## 2005 Jaguar X-Type Sport For Sale - \$ 2,800



This is a somewhat rare cat; the X-Type Sport with the 3.0 engine and a manual transmission. Miles are a bit high (156,000) but maintenance has been kept up and the car runs well and is a ball to drive. Upgrades include LED headlights and newer wheels with four brand-new Continental tires. Interior is in good shape; no damaged wood or worn or torn leather. Needs to have one of the catalytic convertors replaced although because the car has been driven less than 5,000 miles a year it has been exempt from emissions inspection. I purchased a spare used transmission “just in case” which is included.



Call Max Sandler: (856) 371-8174 or email [maxsandler1@gmail.com](mailto:maxsandler1@gmail.com).

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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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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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# A Feline Fantasy Come True

By: Paul Merluzzi

I have been fixated (obsessed?) with automobiles since I was three years old. Building and designing model cars, both plastic Revell models and homemade versions carved out of balsa wood filled the shelves and tops of dressers in my room. It was a serious hobby. The beautiful lines of the original Jaguar XKs caught my eye during my pre-teen years. I fell in love with the XK120 and its swooping fenders and the famous in-line six-cylinder that powered many Jaguars, in various configurations, for decades. Later in life, I believe I wrote the only sensual love poem in existence to an automobile. I called it a Feline Fantasy:

## A Feline Fantasy

Musing about what is left of my life,  
My regrets are rather few.  
No sad feelings, though  
Hale youth cannot last,  
And there is no antidote for old age.

I finally understand happiness  
And know that it is a subtle thing,  
Like a butterfly alighting on me.  
I've learned to wait, perfectly still  
So that it remains as long as it can.

But I cannot wait for you any longer ...  
Your transcendent, mysterious appeal  
Bridges my youth to middle age.  
You are a great stalking lioness  
And I am helpless, but willing, prey.

Your shape bespeaks a sensuality,  
Of prowess as much as passion.  
You are enough reason  
To value the themes of the ages  
Over the fashions of the day.

You secrete an aroma of excitement ....  
I long to touch you,  
To feel myself inside you,  
To hear the sounds you emit,  
Responding to my every movement and touch.

Yet sometimes I listen, motionless and still,  
As you disappear toward the horizon,  
Like a solitary gull between heaven and earth.  
A feline blend of grace and balance,  
Muscle and sinew, at once civil and feral.

Then, I am reminded of old songs,  
And the way things were when  
We knew how to wait and anticipate,  
When you stood out among the bluebloods of the day,  
And I, before I liked cars, loved the Jaguar XK.

It wasn't until 2002 when I was on the verge of becoming a septuagenarian that I acquired my first Jaguar, the XK150 Fixed Head Coupe (FHC) appearing on the February page of the DVJC 2023 calendar. The car was located in Long Island and given a decent restoration by its previous owner shortly before my purchase. The XK150 was produced by Jaguar between 1957 and 1961 as the successor to the XK120 and XK140. Announced in its home market in May 1957 the XK150 bore a family resemblance to its predecessors but was radically revised. Most visibly, a one-piece windscreen replaced the split screen and the wing line carried higher and more streamlined at the doors. Not only was this my first Jaguar, it was also my first eBay purchase, though I did my due diligence through the local Jaguar Clubs prior to purchase. Irena and I took the train to the Long Island location where the current owner met us and took us to meet our new family member. He went over the details of the restoration and took me on a test drive to learn some of the intricacies of the car. We then drove it back to West Chester on one of the hottest, muggiest days of the year. For those of you who know the XKs, you can imagine how sweltering it was as the engine heat came pouring through the firewall to add to the ambient conditions. Irena kept her eye on the engine temperature gauge while I drove. We got home safely, but soaked from head-to-foot from the heat.

After playing with it for a few days, I took the car to Ralph Steinberg at Cloverleaf Auto for a once-over inspection and he found a few mechanical "shortcuts" taken by the previous owner that were readily fixed. The other issues I had were:

1. The original electric fuel pump failed and its Jaguar parts replacement eventually failed. I got tired of replacing it or hitting it with a rubber hammer and installed a Holley fuel pump and Holley pressure regulator on the discharge.



## A Feline Fantasy Come True (continued)

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2. The ignition system was unreliable. In one instance, the car stalled out on me. When I inspected under the distributor cap, I saw that the rotor had pulverized. I had Cloverleaf install a Mallory electronic ignition system to prevent future problems with faulty after-market parts.
3. The fuel tank had some crud build-up after several miles and would intermittently stall out until the lines drained. I had the tank replaced by Cloverleaf after going through a similar situation with my E-Type.

Since then, the car has been running reliably and it is fun to drive, though the clutch and steering are quite heavy (not sure if Irena could handle it).

The car has had an interesting life. Though it is not a pure concours car since I drive it frequently, it has done well wherever it has appeared. It was twice a winner at the Long Island Jaguar Club Concours, placed second in the Hamptons Concours (appearing on Cablevision's "My Favorite Car"), and was featured in the Greenwich Concours in the early 2000's. It sports a Vicarage of England short-shift 5-speed transmission and racing clutch, Dayton wire wheels, Koni shocks,

stainless steel exhaust, Lucas sport coil, re-porcelained exhaust manifold, Moto Lita spoke wood-rimmed steering wheel with hub from LYNX of England, badge bar with antique badges, and rare amber Lucas 576 fog lights. Mostly retired from concours competition, the car is used in vintage tours and rallies – though recent awards include 1st in Class at the 2011 Cheer International Car Show, 2nd in Class at the Brits at the Village Car Show in 2011, 1st in Class at the Brits at the Village Car Show in 2013, 3rd in Class at the DVJC Concours in 2012, 2nd in Class at the DVJC Concours in 2013, and was the poster car at the 2016 Newtown Antique & Classic Car Show (see attached picture). One of my proudest moments was having the car selected as the Watkins Glen Vintage Festival Pace Car when Jaguar was the featured marque in 2018. The calendar picture shows the car being put through its paces by the Watkins Glen pace car driver, Robyn Resch.

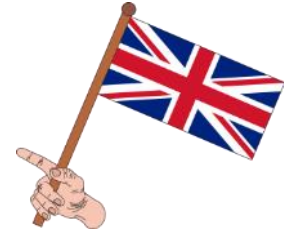
Car details:  
1958 Jaguar XK150 Fixed Head Coupe (FHC)  
VIN: S835218DN  
3.4 Liter in-line 6-cylinder engine  
2 SU Carbs  
Spies-Hecker British Racing Green exterior  
Suede Green interior



**Note: Paul's XK150 is the DVJC 2023 Calendar Car for February.**



## 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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Contributed by Greg Morrison



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# Delaware Valley Jaguar Club

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

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

Member Name: 

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

JCNA Number: 

|  |  |
|--|--|
|  |  |
|--|--|

Renewing or previous members

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

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

Phone 1: 



 Phone 2:

Email:

Occupation (optional): 



 Retired?

Co-Member Name: 

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

**Definition of membership:** For the purposes of JCNA membership, the term "Member" is deemed to include the primary member and his/her spouse or significant other living in the same household, and children of the "member" 18 years of age and younger (i.e., up to the year in which the child turns 18). **Youth Enthusiasts\*** membership is available at a cost of \$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:** \_\_\_\_\_

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| 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).





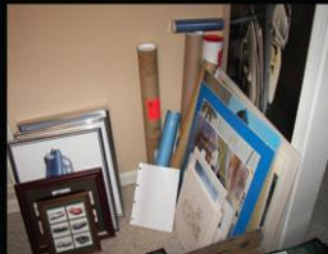
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