
The Jaguar's Purr®

Is an official publication of
THE DELAWARE VALLEY JAGUAR CLUB
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August 2025

Another Great Brunch and Tour



On a mild and partially overcast morning on Sunday, July 13, about 30 DVJC Members, spouses and guests assembled in the parking lot of the St. Peter's Inn for an informal Cars and Coffee car show. It spanned two parking areas in the scenic and historic village of St Peters in nearby Warwick Township in northwestern Chester County. After the car show, we were seated on a private but covered deck overlooking the rapids of the upper French Creek. Many were in awe of the scene that looks more like it should be in the Rocky Mountains than in Pennsylvania. From the St. Peter's Village, our group drove a short distance along scenic and winding Chester County roads north to Birdsboro, enjoying the brilliant sunshine of the afternoon. There we were treated to a several hours' guided tour of the wonderful yet rarely visited Louis J. Mascaro Museum. The day was a treat for the eyes and palette; everyone enjoyed the day even under the threat of passing storms that never materialized.

Thanks to Jacqueline Phillips for the group photo.



You Can Still Renew Your Membership

You can still 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://delvalijaguarclub.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 "Renew My Membership", 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 40 & 41 to update information.

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Our advertising manager, Bill Thompson, can help with the details. You can reach him at wmthomp@hotmail.com or 302 947-4134.

DVJC LIBRARY

DVJC maintains a small library of reference materials that may be helpful to club members to maintain or repair their Jaguar. You can contact the club librarian at:

library@delvaljaguarclub.com

You can get more information and view available items by [Clicking Here](#).

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DVJC OFFICERS INFORMATION

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Photographer	Brian Craig	215-806-7017	bhc166@aol.com
Club Merchandise	Noe LaFramboise	609-771-1230	jagnoe@att.net

Upcoming DVJC Events

August 17, 2025
12:00 p.m.

Mt. Holly Ice Cream Social
Vincent's Home Made Ice Cream
54 High Street, Mt. Holly, NJ

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

September 7, 2025
12:00 p.m.

Taste of Philly Picnic
Fort Washington State Park
6250 Joshua Road, Fort Washington, PA

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

September 16—19, 2025
Canceled

On the Prowl in Ocean City, NJ
Scarborough Inn
720 Ocean Avenue, Ocean City, NJ

Contact: ***Canceled***

October 5, 2025
10:30 a.m.—2:00 p.m.
Save the Date

A Century of Beautiful Automobiles (see page 28)
600 Rockland Road, Wilmington, DE 19803

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

October 11, 2025
9:00 a.m.—3:00 p.m.
Save the Date

Brits at the Tile Works (see page 26)
130 E. Swamp Road, Doylestown, PA

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

October 26, 2025
7:30 a.m.—12:00 p.m.
Save the Date

Main Line Cars & Coffee
1300 Morris Drive, Wayne, PA 19087

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

November 2, 2025
Noon—7:00 p.m.
Save the Date

Marshall Steam Museum, Nemours Estate, and
Chauffeur's Garage Tour, Dinner

Contact: *More information next month*



Your Monthly Bill *August 2025*

Twenty-nine DVJC members and guests gathered in St. Peters Village on Sunday, July 13. The day began with a “cars and coffee” event and concluded in a museum of high-performance cars – with not a single Jaguar among the collection. Following the morning car show, we enjoyed a private lunch on the deck of the St. Peters Inn overlooking the picturesque French Creek. After lunch, there was ample time to browse through the artisan shops in the village before driving along a scenic rural route to Birdsboro, home of the Louis J. Mascaro Automotive Museum which includes over fifty muscle cars and exotic automobiles. The Mascaro family has been in the waste management business for several generations. Clearly, there must be money in trash! Thanks to Ed Petrow for arranging this enjoyable day.



Friends in the MG and Triumph clubs were kind enough to invite DVJC members to join them for a visit to Three Dog Garage in Boyertown on Saturday July 19. After “fueling up” on coffee and doughnuts in Skippack, a diverse collection of British cars made the short trek up Rt. 73 to the museum where they viewed an impressive collection of classic and racing cars.

The quarterly meeting of your board of directors took place on July 14. In addition to the directors and Brian Craig (webmaster), club members Chuck Kitson and Tom Shaner contributed to the discussion of topics including:

- Officer and key position succession,
- Issues with Concours judge certification,
- Treasurer’s report – we are in an excellent financial position,
- Authorization of our annual donation to the Coventry Foundation,
- Discussion of a Member Engagement Strategy recommended by Tony Tinari,
- Developing a better, more consistent method for responding to website inquiries and requests for information,

- Future event planning and scheduling,
- Preliminary 2026 budget, and
- Classified ad policy.

As a reminder, board meetings are open to all club members in good standing. Mark your calendar so you can attend the next meeting which is scheduled for October 23.

As I noted in June’s Monthly Bill, JLR’s consolidated sales and financial performance are strong. However, within the “house of brands,” Jaguar Cars continues to struggle. The reimagining and associated rebranding strategy just hit another pothole (or two) as they barreled down the Mulsanne Straight toward introduction of the all-electric Type-00. The company recently fired Accenture Song, the ad agency that developed the polarizing marketing and advertising campaign. In the same announcement, Jaguar indicated it is seeking a new creative direction to align with its core brand identity. Hmmm.... Initial production of the Jaguar EV has been further postponed until August 2026 providing more time for testing and development and for the demand for electric vehicles to solidify.



Over the years since JCNA was formally organized in 1957, the relationship with Jaguar Cars has evolved as the company’s fortunes have changed. Initially, the company provided and paid for the *Jaguar Journal* and all administrative functions of JCNA. This enabled club directors to focus on policies and the general direction of the club. In 1991, that business relationship was severed leaving JCNA responsible for administration and all costs of the Journal. For the most part, volunteers filled this need. For some time, Jaguar Cars provided a \$25,000 annual sponsorship contribution to JCNA and paid \$27,000 each year for *Jaguar Journal* advertising. Beginning in 2020, Jaguar Cars discontinued its annual sponsorship contribution. As the company’s finances deteriorated further, they terminated their adver-

Your Monthly Bill *(continued)*

tising purchases in 2023. Notwithstanding the JCNA board's cost-saving initiatives, the loss of over 20% of annual revenue has put upward pressure on JCNA dues income to maintain solvency. A significant share of your \$75 annual DVJC dues is paid to JCNA while the balance remains with our club. DVJC dues increased to the current \$75 rate in 2022. Since that time, JCNA's portion has risen from \$40 to \$55 per year. Thanks to our club's strong financial condition, these increases have been absorbed without a DVJC member dues increase. Our sound financial position also enables continued subsidizing of the cost of member events.

Threatening weather put a damper on our most recent Concours d'Elegance. Human errors, not Mother Nature, further dampened the event when we found that several judges were not properly certified according to the official 2025 JCNA concours rules. 2025 is the first year that judges were required to take and pass a judge test every year. Previously, the test was required every third year. While we were properly made aware of the rule change, it was completely overlooked. As a result, scores earned by eight concours entrants were disallowed for JCNA North American competition awards. Only one of these affected entrants intended to compete for this award. Their local scores and trophies were not impacted. Alan Brown, chief judge, has spoken with each of the affected entrants, explained the issue and apologized for our mistake. This will not happen again!



Fire up your appetite for pizza and ice cream on Sunday August 17. Noe LaFramboise has arranged for us to meet at Vincent's Home Made Ice Cream in Mt. Holly, NJ. The shop is located a short distance off I-295. It is within a reasonable driving distance for nearly everyone in our club. In particular, members from throughout New Jersey can easily reach this location. Let's have a big turnout. Registration closes on August 13. [Sign up here.](#)

Gatherings of Friends at Ft. Washington State Park have been popular since they first began during "Covid." Plans are underway for a "Taste of Philly" picnic on September 7. [Register now](#) or mark your calendar to save the date.

Please see Ed Petrow's article on page 28 titled "A Century of Beautiful Automobiles," formerly the Classics at Brantwyn. More information will be provided as the plans crystallize.

"Brits at the Village" has moved to Doylestown and is now known as "Brits at the Tile Works." DVJC is planning this as a full day event with activities in addition to the car show. Plan to attend on October 11. [Preliminary information is available here.](#)

The ABRR (America's British Reliability Run) is revving up to raise money for the Shriners Hospitals for Children. This year's event is headquartered at the Heritage Hills Resort in York, PA and takes place October 17 – 19. [Full details and registration are available on the ABRR website.](#) Most years, DVJC has a presence. In the past, along with other DVJC members, Nancy and I have had fun driving our Jaguar through beautiful, scenic countryside and we had the satisfaction of raising money to support the mission of the hospital. Consider giving it a run.

I hope you and your family are enjoying the summer. Before we know it, Labor Day will be here. Have fun!

Bill



Membership Musings

August 2025

By: Tony Tinari



Buckle Up! In a departure from my usual ramblings which are only tangentially related to the subject of DVJC Membership, this month I plan to actually discuss that topic. We'll see how I do. Your Board of Directors is engaged currently in an exercise which is crucial to maintaining and improving the membership experience. We call this process the "Membership Engagement Strategy". As distinguished from the new member recruitment process, to which we devote lots of focus and jet fuel throughout the year, the Membership Engagement Strategy seeks to address how to make the DVJC membership experience more valuable and attractive to existing members and how to encourage more active participation in the club goings-on from more of our members. Our process is informed by the 2024 DVJC Member Survey in which most of you have participated. That survey data enabled us to identify a number of pursuits or "inputs" for want of a better term, which broadly characterize what members seek most from this club. The chart above is my attempt to portray those distinct inputs (in the boxes) all of which have a common "output", namely an active and returning DVJC member (in the circle).

Some of the inputs appear to be working on all cylinders; others could use a tune-up or perhaps an overhaul, to labor the engine metaphor. For

example, our publications and communications initiatives look like they work well. We have a robust monthly newsletter, which 96% of you told us you read regularly. Thanks for that! There are regular email communications, which 99% of you told us are at an appropriate frequency. While our website is less regularly visited by our regular members (48%), we believe it is more directed toward new member recruitment. In the realm of the "value proposition" input, we had 98% of survey respondents rating a "4" (very good) or "5" (excellent) – an increase from the 83% of respondents who provided similar ratings in 2021. Finally, satisfaction with the overall DVJC experience remains high (96% rating it a "4" or "5").

Nevertheless, specific opportunities to undertake an engagement strategy may best be found in the inputs which I have designated as "Events", "Experiences and Opportunities", and "Club Member Affinity". (By the way, these terms are hardly definitive, but rather intended just to organize our thinking around practical initiatives.) So, let's explore these more concretely . . .

Events: We know that DVJC marquee events, such as the annual holiday party and the Concours, are well attended and appreciated. We have also listened to the survey input regarding

Membership Musings *continued*

your preferred categories of events prospectively (driving and destination events, monthly lunches/breakfasts, social gatherings). The opportunity to be addressed here is around outreach and encouragement for event attendance, the potential of “combined events” with other clubs or community engagement, and enlarging the planning horizon for our events.

Experiences and Opportunities: As distinguished from specific events, here we ask how do we involve more DVJC members in the planning, conduct and operation of our activities? Among the initiatives here, we are considering how to create roles which are not overwhelming in responsibility, effort or time required. (What I like to call “doable doses”).

Club Member Affinity: Organizations such as ours have sometimes been referred to as “social clubs with a car problem”. “Affinity” is a purposely vague term meant to encompass all of the reasons for which members enjoy getting together with each other. It’s the “come for the cars, stay for the people” philosophy which has greatly influenced the success of DVJC. We are examining additional ways in which to leverage the natural affinity our members have for the organization and each other, such as seeking greater involvement of spouses/partners, perhaps the creation of some “sub-groups” based on car model enthusiasm, and possibly doing member profiles or interviews. (There are some really interesting people among us who you may not know about!)



A Couple of Very Fully Engaged DVJC Members

Your directors are currently in the stage of the Member Engagement Strategy process at which a number of specific initiatives have been suggested, and our president has asked us each to “force rank” them to see if we can attain consensus on which are most valuable and, importantly, actionable. I’ll keep reporting on the process as we go along, however this is your monthly reminder that your input is constantly necessary and desirable. I hope you are each enjoying the height of “driving season” and that you will be fully engaged in the appreciation of our hobby!

Get out and drive,

Tony

Welcome New Members

Mark Sanchirico
Mount Laurel, NJ

Meg Thompson
Wilmington, DE



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1965 E-Type OTS, August Calendar Car

Owner: Karl Blyler



1965 E-Type OTS — DVJC Calendar Car for August 2025

2026 DVJC Calendar

We are looking for a few good cars; for the 2026 DVJC calendar! Each year we make a beautiful wall calendar featuring our members' lovely Jaguars. If you have a car that has not been shown in a previous calendar, we have several slots available in the 2026 calendar. Contact Jay Greene for advice about how you can make a nice photograph, or make arrangements to have him photograph it for you. He can be reached at 302-593-0448 or jaygreenephoto@mac.com.

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1989 Jaguar V12 Vanden Plas Series III

VIN: SAJDL1845KC481971 (Canadian model)



Near concours condition. Always garaged and carefully maintained. Jaguar Racing Green with barley leather interior. No dings or scratches, undercarriage is clean and no rust on body panels. Maintenance records are extensive including rebuilt independent rear suspension and stainless-steel exhaust sourced from UK-based Simply Performance. Purchased in 2022 by current owner after an extensive search. I am 73 and sadly my classic car days are over. My XJ is among the best available anywhere. \$37,000. Long Island, NY. Donald Epstein 917-855-5400



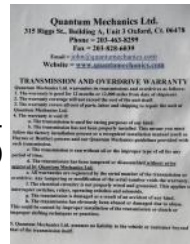
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E-Type Series 1 Transmission

Series 1 E-type 4.2 liter transmission for sale. Just rebuilt by Quantum Mechanics. Warranty on non-competitive use until June 20, 2026 or 12,000 miles. Very low mile unit in storage over 40 years.

Leo Kob kobbie49lbc@gmail.com



1967 E-Type Convertible



\$85K invested over 10 yr restoration, Glass covered headlights, Triple carbs, Gorgeous dark blue paint, New grey leather interior, Black canvas top with clear window, Chrome everywhere perfect, Engine bay like new and authentic, Chrome wire wheels.

\$115,000 firm.

“Contact Steve Schultheis, ssschultheis@ssresource.com, 484-885-9259



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Main Line or surrounding areas. Looking for an individual garage space to store my 308, preferably at someone's home. Ideally, within a reasonable distance of the Main Line. I want to be able to have access to the car so I can take it out and run it monthly. Call Allan at 215-350-2100 any time.

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USED E-TYPE SERIES 1 RESONATORS



Used for 4,500 miles. Slight discoloration at the tips They are Bell products from England.
\$100 for the pair

Contact Steve at shc0@lehigh.edu or 610-570-0515.

Auxiliary Hot Water Pump (cabin heating) For Sale



Bosch 0 392 023 014. Never used; still in its shipping container. Fits 26 various XK platforms from 1998/02 to 2014/07. \$55.

Contact: Ed Trottier
trottier.ed@gmail.com

USED E-TYPE SERIES 2 RESONATORS



Great shape-Best offer and can bring to next jaguar event, or arrange delivery.

Alan Karpovitch (856) 693 8302 987karp@gmail.com.

1995 Jaguar XJ6 (x300)



Good to very good condition. Garage kept, No rust, No accidents. 105,000 miles . Purchased in 2002. Serviced exclusively by West Chester Jaguar for ~ 21 years.

Exterior color: Black.

Interior color: Coffee and Cream (Tan).

Engine 6 cyl 4.0L DOHC 24 V (x300 series has last of the Jaguar in-line straight 6 engines (AJ16) before switching to Ford V8).

Connolly Leather Upholstery – good condition with typical wear on left driver seat bolster.

All original except for replacement radio and rear view mirror.

Contact Mike at 484-796-1047.

All offers considered.



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1993 XJS

53k Miles. Utterly Immaculate.
Massive Upgrades to numerous to list, Completely Maintained,
No Accidents.
\$17,000
Doylestown, PA

Contact Matthew: mbower1967@aol.com

Moving to Italy in March - can't take it with me :-)



2008 Jaguar XJ8 Sedan



Champagne Dreams
64k Miles
Excellent Tan leather and Walnut*
Everything Works
Located in Westchester, Pa
\$11,900 - obo
Steve 484-885-9259



Member Anniversaries

Member		Co-Member		Join_Date	Years
Alan	Karpovitch	Jean	Karpovitch	01-Aug-89	36
Gary	Tate	Julie	Tate	04-Aug-11	14
William P.	Worth III			03-Aug-17	8
Milan	Moncilovich	Stephanie	Moncilovich	02-Aug-20	5
Alex	Cole	Judy	Distell	09-Aug-21	4
Kevin	Ryan	Zuria	Ryan	31-Aug-21	4
Gene	Ritser			27-Aug-22	3
Emanuel P	Pirvulescu	Stephany	Pirvulescu	09-Aug-24	1

So you Pulled out your XK Jaguar Engine and you Want to put it Back in??

By: "E" Alan Karpovitch with Leo "XK" Kob and Fred "Tesla" Marinelli

Our Mission For The Day

Pulling your XK engine on an E-Type is not for the faint of heart. The engine and gearbox weigh over 800 pounds. First, in my mind, it should only be done for a good reason. Note as background I worked as a Mechanical Engineer for the US Navy for 37 years and was involved in the propulsion plants of ships, and I was a strong proponent of "If it Ain't Broke, don't Fix it."

However, you have decided it's time to remove the engine. This article is going to walk you through some of the removals required and provide some helpful hints.

Step 1-You have to be ready to remove the bonnet. That's enough to give me pause despite the books telling you how to remove it in 3 steps:

- a) open bonnet
- b) unplug 8 pin electrical connector
- c) remove 2 springs and 2 hinge bolts

You'll need 2 strong friends, unless a repaint is also planned. It goes back in reverse order with the same 3 simple steps, except you might need to plan a few minutes (or weeks!) for realignment. Don't let those strong friends go home too soon.

Step 2-A major decision needs to be made whether to remove the engine and gearbox by raising them, or raising the car and removing the engine and gearbox from the bottom. Most books discuss how to do it by raising the engine. Note the engine and gearbox must come out as a unit, as they cannot be separated when in the car.

Anyway, I received a text from Leo Kob (proud owner of no less than 4 Jags), asking me if I wanted to help him reinstall his E-type engine and gearbox (from the bottom) in his Preservation-turned-Championship class (is this a cardinal sin?) cream 1966 OTS.

He baited me with the following:

- a) He has all the consumable parts
- b) He has an air-conditioned garage with a clean floor
- c) He has the engine bolted to the gearbox and ready to go on a dolly (See Picture #1)
- d) Everything is clean, so this will be a "white glove" operation
- e) He would buy wings at the end of the day

How could I say no?

He also requested I bring a third person to the party. That was easy for me—my favorite Jaguar co-pilot/ mechanic that many of you have met-Fred Marinelli. Fred actually owned a Mark 9 and was a member of our club many many years ago. I called and he was up for the challenge. So we picked a day, specifically 2 days-either Wednesday or Thursday, July 16 or 17. Note that I have many, many Jaguar books, so I searched them looking for a procedure to install the engine from the bottom vs. from the top. You need an engine hoist regardless of the method chosen. Needless to say, I couldn't find that procedure. All the books detail how to remove and replace the engine and gearbox from the top. Never fear, Leo took it out from the bottom, so surely, he has lots of pictures and will remember how to do it. Right? We delayed to Thursday, which led us to mistake number 1. Since Leo had an extra day to prepare for our arrival, he decided to reinstall the 2 exhaust manifolds, clutch slave cylinder, and cast alternator mounting bracket. I questioned pre-installing these items, knowing that clearances were going to be tight. Rightfully, Leo did not have the carburetors or alternator installed on the block. On our first attempt we tried to install it with the exhaust manifolds and slave in-place, but you guessed it, back-up two steps, remove excess parts, and start again. When questioning Leo about his recollection of what was/was not installed, his comeback was, "It was quite a while ago when I took the engine out." (see pic # 2/3/4)

Jaguar XK Engine Replacement (continued)

So here are a few generic lessons learned to assist you if you ever want to take your engine out and get it back in:

- a) Do the reinstall as quickly as possible after removal. Our team consisted of three guys all over age 70. This is definitely helpful for those of us that can't remember what we had for dinner last night.
- b) Have 3 people—one controlling the lift, one controlling the hoist, and one guy silly enough to be pinned under the car to remove and reinstall bolts (that would be me).
- c) Store all little parts in marked bags. ("Bag and Tag")
- d) Consider since the engine and gearbox are out anyway, replace the universal joints on the driveshaft. They cannot be done without either removing the gearbox or the rear suspension.
- e) Give the third guy a creeper. Leo couldn't remember where his was stored....
- f) Take pictures of everything from every angle. It will help you reinstall each bolt/nut/washer/bracket combo from the correct side, in the right order.
- g) Do not be in a rush to get a bigger hammer if a re-installation seems to be jammed. It's better to take a look to see if there is some interference that you forgot to remove. Leo had to be restrained a couple of times.
- h) Drape bath-sized towels vertically to protect the space frame rails from dings.

Trade-offs between raising the engine with the car on ground, or raising the car with the engine lowered to ground:

Raising The Engine Above The Car:

Need to remove the radiator & expansion tank, crankshaft damper, shift lever, but can leave carburetors, exhaust and intake manifolds intact. Probably a trade-off in terms of time involved and level of skill to accomplish compared with the preparation for raising the car. The deciding factor for Leo to raise the car and lower engine was the high risk of damaging the front bulkhead and scratching the space frame while trying to

raise the engine at a 45 degree angle. Also you need a long-reach engine hoist and a leveler.

Raising Car Over Engine:

Having a four point lift is a must! To clear the frames, you need to remove the carburetors and intake manifold, exhaust manifolds, slave cylinder, oil filter, coil, alternator bracket, tach drive on end of left cam cover, front engine mounts on block & space frame (2 each), gearbox breather pipe with bracket secured by 2 exhaust manifold bolts, and the dipstick bracket secured by one exhaust manifold bolt.

Before installing the engine, be sure to insert the rear (center) stabilizer whose bracket is located at the center of the car's bulkhead. The oval tapped securing plate for the upper section of the rubber mount (C21201) must be inserted under the bulkhead bracket before the vertical link is bolted in place. You can't do this after engine has been set. (See pic #5)

Activities Required for Both Methods of Engine Removal/Replacement

Before installing the engine and gearbox in the car, mount the clutch slave cylinder on the bell housing to get the orientation of the hard-pipe. Tighten the hard-pipe fittings while pipe is held by its brackets. Then remove slave unit taking care not to let the hard-pipe rotate in order to insure it will correctly slip between the bell housing and gearbox tunnel. It's impossible to get a wrench in this cavity after the gearbox is in place. Also you need to disconnect the speedo drive cable & reverse light switch cables on top of the gearbox. Disconnect the ground between the frame and bell housing's left side.

Reaction Plate (RP)

Before reinstalling the RP, install the bell housing lower dust shield. There is limited clearance to insert the four 5/16" bolts between the RP and the bell housing's flange later.

With either method, you need to remove the RP and relax the torsion bars. Here's our lessons learned list for the RP re-installation:

Jaguar XK Engine Replacement (continued)

Take out the lowest two 3/8" bolts securing bell housing to the engine before rigging into car. Both have nuts. They interfere with re-installation of the RP if it does not slide in a perfectly vertical plane. Also, the left one secures the engine ground cable which is connected at the other end to the frame. These two bolts can easily be installed after reaction plate is reinstalled. It is important to slide in the RP vertically just beyond the forward edge of the longitudinal frame rails. It can't be jammed between the rails. Be sure all four 3/8" bolts are flush with the rearward surface of the reaction plate (after nylocs are removed) before trying to slide the RP vertically into place. (see pic # 6/7)

It's virtually impossible to accomplish this because the plate tends to kick rearward as it is tapped into place. Note that the two upper 3/8" torsion bar (TB) anchor securing bolts are carrying most of the TBs weight after it has been relaxed by lowering the front suspensions. Full relaxation of the TBs is essential to tap flush and/or remove lower pair of anchor securing bolts. The lower pair of 3/8" securing bolts should slide out easily. Caution-never take out both bolts on one side at the same time! Our suggestion is to replace the lower bolts with ones that are 1/4" longer and reinstall nuts. This allows you to draw a canted RP into vertical position tightly against the torsion bar anchor's surface.

After the RP is correctly positioned on each side, you may have to remove these two bolts in order to tap the upper pair rearward and install nylocs. This can be avoided with a severely offset 9/16" box wrench. Tighten all four 3/8" TB anchor securing bolts before trying to insert the two 7/16" RP horizontal anchor bolts. These (one per side) should slide through sleeves located in the front end of the frame without effort. If there is an alignment issue, back off the four 3/8" anchor securing bolts a few turns and drive a tapered-end (quick effort on your grinder) 7/16"(throw away) bolt through the RP's sleeve and frame. Prying the RP doesn't work!!

Gearbox Mount Installation

Use a large socket (as in 1-3/4" +/-) to press up the gearbox support plate and spring with a floor

jack. The socket is centered so its 1/2" drive opening allows the gearbox centering pin to pass through. Multiple size and length drift pins are a God-send when aligning things, and it created a lot less drama than anticipated.

Torsion Bars

The TB's must be relaxed when both removing and reinstalling the single reaction plate, which is located under the bell housing. The TB's function as coil springs on conventional front suspensions. Their torque needs to be relieved in order to slide back their rearward 3/8" anchor bolts that penetrate the reaction plate located under the gearbox. An important aid in this effort is a number of large wooden blocks for supporting the engine bay's picture frame after the front wheels are removed from the car.

Start by disconnecting the anti-sway bar links from the lower A-arms, steering rod ends, shock absorbers and partially back off the upper ball joint nuts. Use a pickle fork if necessary to break the ball joints' tapered pins. Remove the two front wheel knock-offs. We removed the shocks completely to prevent scratching and better access. Jack up the car's front end (either one side at a time or the entire picture frame) until front wheels are clear of the ground by about 2". Insert wood blocks under the space frame to maintain this height. Note they should not be wide enough to interfere with lowering the lower A-arms below horizontal. (see pic # 8/9/10)

Insert the jack with a thin wooden protector sitting in its cradle under the lower A-arm's stub axle carrier. Snug the block up to bottom of the carrier. Pump the jack up a couple of strokes so the tapered upper ball joint's pin pops out. Slowly lower the jack's arm, allowing the complete suspension to follow. The torsion bar's torque will decrease as the hub assembly is lowered. Be careful not to lower it enough to tear the disc brake's flexible hydraulic line. Insert wood block(s) under the stub carrier to stabilize the carrier in this relaxed position while protecting the flexible hydraulic line. There should not be any torque left in the torsion bar.

Go to the torsion bar's rear end and proceed with removing the two lower 3/8" anchor securing

Jaguar XK Engine Replacement (continued)

bolts & then tapping the two upper bolts back (after removing the nyloc nuts) until flush with the rearward face of the reaction plate. Proceed with reaction plate removal as described earlier. If the bolts don't slide out by tapping with a small ball-peen hammer-driven wood dowel, there is still torque in the torsion bar, and the carrier needs to be lowered some more. Note this procedure precludes the need to drain and then bleed brakes at the end of this caper.

It may be evident at this point that a selection of wood blocks are invaluable to auto mechanics.

Unique Activities Required if Car is Lifted Above the Engine

Exhaust Manifold Reinstallation:

a) If removed for some reason not related to engine removal, be sure the tubular vacuum line that extends from the brake servo up and across the top of the car's bulkhead and then down under the throttle pivot and wiper drive motor to the vacuum tank on opposite side of the space frame is installed first. It's impossible to feed this work of art into position with manifolds present. (see pic # 11)

b) Best to connect the exhaust down pipes to the manifold flanges first. Only tighten the nuts a smidge so the pipes can rotate in the flanges. Insert the two assemblies from above with pipes facing forward (180 degrees from final position). Lower the rear one first. This is much more difficult if a lift is not being used. Install to hand-tight a few brass header nuts before rotating the pipes 180 degrees in direction of the mufflers. If not done, studs can be stripped, bent or snapped due to torque generated from the rotations. This may sound tedious, but it's much easier than trying to start the 8 header flange nuts if down pipes are not connected before headers are mounted. (See pic # 12)

c) Don't forget to replace the seal rings (C9388) that seat between the header and down-pipe flanges after slipping over neck of the pipes. Removing the old seals usually requires an old narrow wood chisel.

d) The 8 header flange nuts can be tightened from below using a 9/16" socket with a long-reach 3/8" drive. A 1/2" drive won't work- the larger shaft diameter won't clear the tight gap between pipes and oil pan flange.

Intake Manifold Reinstallation

The unit can be removed and reinstalled without touching its carburetor bodies. It's critical that the two main throttle sections are not separated between the center and rear carbs. The rear section pivots off a rubber bushing mounted on the bulkhead (firewall) adjacent to the windscreen washer's motor. It's virtually impossible to rejoin these two bits after the manifold is set because the bulkhead pivot receiving bracket is partially buried under the wiper motor (which can't be removed without disconnecting the linkages (ugly endeavor). Bracket removal is necessary to slip the rear shaft into the forward section. Don't forget to apply sealant on the manifold gasket around the water ports (3) before drawing down nuts on the 18 studs. Remember a pair of studs anchor the rear (triangular-shaped) throttle return spring bracket and another pair support the heater return pipe support brackets. Install these three items before drawing down on the nuts.

This would be a good time to replace carburetor bowl gas filters, & fiber gaskets. Make sure when reinstalling the float bowl overflow pipes, they will not interfere with the oil filter cylinder.

Mixed Reviews!!

At the end of a long day, the engine was installed on the new motor mounts, reaction plate is in, stabilizer is in, exhaust manifolds are reinstalled (again) and the clutch slave cylinder reinstalled (again). We all still have 10 fingers and toes, and we had a-lot of fun (rewarded with wings for a late lunch). And lastly, the caper took twice as long as anticipated, supporting Kobbie's long-established "50% Rule" based on years of holding and participating in LBC tech sessions. "The second time you do something it will take half the time expended on the first attempt."

Jaguar XK Engine Replacement photos



1—Engine and gearbox ready



2—Leo ready in dollar store PJ's as coveralls



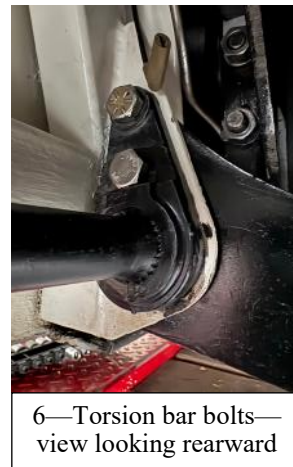
3—Fred raising engine



4—Engine at proper height



5—Rear stabilizer



6—Torsion bar bolts—
view looking rearward

Jaguar XK Engine Replacement photos



7—Torsion bar bolts—view looking forward



8—Relaxed front suspension with RP in foreground.



9—Relaxed front suspension



10—Relaxed front suspension



11—Tubular vacuum line



12—Exhaust manifold

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A British Car Day at Pittsburgh Vintage Grand Prix

By: Mick vanVlijen

A Celebration of Speed, Style and Spirit.

As one of the nation's largest vintage motorsport festivals and the only race run on public roads, the Pittsburgh Vintage Grand Prix (PVGP) is a true celebration of automotive history, racing excitement and community spirit.

During the AGM back in April, I met Mr. Stu Benson, who was part of our Covered Bridge tour on Friday, April 25th, and our table partner at the nice lunch break. He shared some insights about this Vintage GP event. I had heard about it and had added it to my top 25 USA Motorsport events as "A Must Have". I am working down this list with - as much as possible - my 'Nelson,' the XJ12. The entry was done easily online, and a spot guaranteed on the show field for Saturday July 19.

What began as a single day race event in Schenley Park back in 1983, has grown into a 10-day world class event with many car shows, gatherings, parades and charitable events. PVGP Marque of the year was Lotus (PICT 365). This year, the racetrack layouts were somewhat different from previous events, as an important city bridge, the so-called Panther Hollow, was closed. Nevertheless, the organization had two major race events: the city street circuit (PICT 387 + 396) and a challenging, nice hill climb (PICT 370+371) - all for vintage race enthusiasts with their classified race cars. And truly, the time I spent zigzagging over the show field, as spectator at the training sessions or walking across the open paddock (PICT 381+382) was very enjoyable.

What made this event very attractive was, of course, Number 1 - it was a British Car Show, with plenty of Jaguars. My neighbor (PICT 374) at the show field in spot forty-three is the original owner of a black Mark VII from 1957. He bought it new when he was 17 years young and it had only one repaint at about twenty years old. Number 2 - almost all major British marques were fully represented, e.g. a very remarkable greenish Triumph 2000 and the four- door saloon (PICT

360). Many sections of the 'golf' course were filled with Italians and Germans like the Beemer club, or new and classic Mercedes. Another section had the famous U.S. Muscle Cars with lots of chrome and steel. There was even a whole colorful delegation of Corvettes present. Hole 9 or 10 was taken by the Miatas. I believe - including the approximately four hundred British cars- in total there must have been 1600 collectibles on the field. If I understood correctly, all eighteen holes were covered with parked cars - except the putting greens! That was only on Saturday and this show went on to Sunday.



This annual event is "rain or shine" and it is not around the corner for us Valley boys and girls. I took the hike up on Friday afternoon with a few rain showers, a one-night hotel stay, a full day on Saturday, with a five-plus hour ride home. In total, the round trip was almost seven hundred miles of smooth Jaguar motoring. All in all, the Pittsburgh Gran Prix was a very enjoyable event and definitely something for us, as passionate classic car and race fans, to consider for next year. Keep them Rollin.' (PICT 408)

A British Car Day at Pittsburgh Vintage Grand Prix photos



Pict 360



Pict 365



Pict 370



Pict 371



Pict 374



Pict 381

A British Car Day at Pittsburgh Vintage Grand Prix photos



Pict 382



Pict 387



Pict 396



Pict 407



Pict 408



Pict 348



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Day of Show Registration • Cost \$25.00

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For Car Show or Registration Information please call or email Kristi at 484-686-3305 or kliebel@phillymgclub.com.

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Mail Form & Check payable to: **"The Philadelphia MG Club, Inc."** to
"Brits at The TileWorks" 1366 Randy Drive., Pottstown, PA 19464

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Car Make _____ Model _____ Year _____

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A Century of Beautiful Automobiles

By: Ed Petrow

**October 5, 2025
1001 Rockland Rd., Wilmington, DE 19803**

The Brandywine Valley Symphony, recently renamed from the Kennett Symphony Orchestra, will host a special event celebrating "A Century of Beautiful Automobiles" on October 6, 2025 at the exquisite and historic grounds of the Brantwyn Estate just outside of Wilmington, DE. The event, previously known as "The Classics at Brantwyn," celebrates the beauty and historical century of automobiles from the beginning of the 20th century to today. The estate, also known by its original French name "Bois-Des-Fosses", features a 28,000 square foot Georgian Revival mansion which was the home of Pierre S. DuPont III whose son Pete grew up there and later became a respected executive of General Motors, the DuPont Corporation and Governor of Delaware among a number of scientific, engineering and management achievements.



As in prior years, The Classics at Brantwyn is a unique garden party featuring an open bar, gourmet brunch catered by the DuPont Country Club, and musical entertainment from Symphony members along with the magnificent cars from local collections and benefactors of the Symphony. Beginning with free-flowing Lamborghini Bellinis professionally served at several outdoor bars around the grand entrance at 10:30 AM, invited classic automobiles assemble near the entrance of the estate waiting to begin a "Grand Parade" down the magnificent circular drive. There, beginning at about 11 AM, every driver will proceed gracefully down the driveway to be introduced to the audience. Each car's unique history and provenance will be described before each participant is directed to an exhibit area near the driveway. Once on display, the open bars will continue to serve beverages during the exhibition period and lunch is served beginning about noon at tables with designated seating in the dining rooms inside the mansion. Attendees are asked to vote for the "Peoples Choice Award" around 1 PM with the awards ceremony beginning then and with departure about 2 PM.



We are anticipating the selection committee will invite only specific Jaguars to participate in the Grand Parade in an effort to keep the duration and time required for commentary compliant with the schedule of events. Please stay tuned to your DVJC Events page to see the latest details on invitations, registrations and donations.

Contact Ed Petrow at EdPetrow22@gmail.com for details.



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TITLE > Entrepreneur, Designer, Author and TV Personality

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Calling All Jaguar Owners and Car Enthusiasts



The International Jaguar Festival is hosting and celebrating the largest display of Jaguar cars for 2025 in North America. You're invited to be part of this grand collection of Classic British car Marque Excellence.

Where: The beautiful Savoy Automobile Museum, Cartersville, Georgia.

When: September 25th – 28th, 2025

Activities: Roar of the Jaguar

Jaguar race cars will be on display at the Savoy during this event.

**7:00 PM Friday Night
Savoy Museum
"Tire Side Chat"**

Featuring Jaguar race cars, hosted by Ken Gross, past Executive Director of the Petersen Automotive Museum in Los Angeles and Wayne Carini of the TV show *Chasing Classic Cars*.

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Questions:



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Current Itinerary

- Thu Meet and Greet @ Courtyard Hotel**
(heavy hors d'oeuvres, Cash Bar)
- Fri Savoy Museum "Tire Side Chat" 7:00 PM**
Featuring Jaguar Race Cars and Hosted by Ken Gross
and Wayne Carini
(Savoy Restaurant open until 7:00 PM)
- Fri Slalom** place, timing, price, determined upon location
- Sat IJF Concours Judged Champion & Driven**
At the Savoy Museum Pavilion
- Sat Display**
At the Savoy Museum Pavilion
- Sat IJF Awards Banquet**
(Includes after hours museum admission,
banquet and awards ceremony in theater)
- Sun IJF Rally For National Points**
with prizes
- Sun Fun Rally**
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The perfect gift for the British car enthusiast in your life

2025 Car Show Calendar

By: Kevin Fitzgerald

Summer has finally arrived, with some of the hottest weather we've seen in a long time. This is just what the National Weather Service has been warning us about. So keep the weather in mind. Also, it's a good idea to check the status of your AAA membership, especially if you own a classic Jaguar.

If you're looking for places to take your car this season, you've come to the right page. I've assembled the following list of noteworthy events based for the most part on my own experience.

Note: My list *does not* include small, run-of-the-mill car shows that feature exclusively American makes, including muscle, custom, and stock cars and trucks. Be advised, some well-known show venues have changed their dates and or locations from last year.

AUGUST

August 3rd: 62nd Annual Brits @ Das Awkscht Fescht. Macungie Memorial Park, Macungie, PA. All marques invited. Flea market & live entertainment. 610-823-5033. Starting 8 am.

August 9th-10th: New Hope Auto Show. *Be advised of changes:* \$45 registration fee; people's choice awards. New Hope-Solebury High School, 180 W Bridge St, New Hope, PA. 215-862-5665. Spectator admission \$10. 9 am-4 pm. <https://newhopeautoshow.com/the-show/>

August 16th-17th: Duryea Hill Climb Race. Pagoda at Reading, PA. 880-770-2055. Starting 8 am.

August 16th: 27th Annual Perkasio "Under the Stars" Car Show. Perkasio Town Center, Perkasio, PA. To pre-register British cars, contact Ragtops & Roadsters at 215-257-1202. 4-8 pm.

August 24th: A Taste of Britain: 34th Annual European & Classic Vehicle Show. Sponsor: Lanco MG Club. 70 Church St, Rothsville/Lititz, PA. 717-285-7379. Cars 10 am-5 pm; polo match starts 2:30 pm.

August 30th: 59th Annual Duryea Days Car Show. Boyertown Memorial Park, Boyertown, PA. 610-367-2090. Awards given in various car classes. 8 am-3 pm.

SEPTEMBER

September 4th-7th: Watkins Glen Hilliard US Vintage Grand Prix Festival. Parade of race cars through town will take place this year, as well as sanctioned races *at the track*. Includes Stone Bridge Drivers events (TBA). Watkins Glen, NY. Featured marque Porsche. <http://www.grandprixfestival.com>. 607-535-3003.

September 5th-7th: Radnor Hunt Club Concours d'Elegance. 826 Providence Rd, Malvern, PA 19355. Car registration by invitation only. General admission \$88.96 (!) Sunday fee.

September 13th: All-British Fall Car Show. Sponsored by British Car Club of Delaware. Featured marque will be Jaguar. Bellanca Air Field Museum. 2 Center Point Blvd, New Castle, DE. <https://bccdelaware.org/2023-tentative-events/>

September 19th-21st: XXXIV British Invasion. Stowe, VT. Largest British motorcar show in U.S. To confirm date, visit <https://www.britishinvasion.com>

OCTOBER

October 4th: Wings & Wheels Car & Air Show. Watch biplanes take off & land on grass. No judging. Van Sant Airport, 516 Cafferty Rd, Erwinna, PA 18920. 610-847-1119. *Gets bigger every year.*

October 10th: Hershey Eastern Fall Meet & Car Show. AACA membership required to register car. Hershey Park, PA. Flea market & car corral Oct. 8-11.

October 11th: Brits @ the Village Car Show changed to Brits @ the Tile Works. Sponsored by Philadelphia MG Club. Judging by popular vote. Rte 313 Doylestown, PA. 484-686-3305. 9 am-3 pm.

October 18th: Skippack International Car Show. Skippack Village (Rte 73), 404 Skippack Pike, PA. 610-584-6004. Starting 8 am. Awards given.

Kevin Fitzgerald



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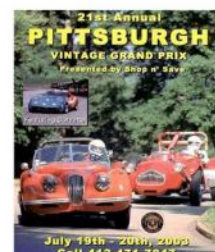
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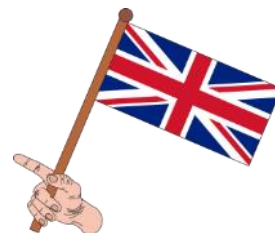
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DVJC Wants You!



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 150 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.
- 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>



Delaware Valley Jaguar Club

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

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

Member Name:			
	<i>Last</i>	<i>First</i>	<i>M.I.</i>
JCNA Number: Renewing or previous members			
Address:			
	<i>Street Address</i>	<i>Apartment/Unit #</i>	
	<i>City</i>	<i>State</i>	<i>ZIP Code</i>
Phone 1:		Phone 2:	
Email:			
Occupation (optional):		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:** _____

Annual Dues:

Full Members receiving electronic copies of Purr newsletter	\$75.00
New Members (Dues for new members joining between July 1 st and September 30th.)	\$55.00
Youth Enthusiast	\$35.00

If paying by check:

Please make your checks payable to DVJC

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

Jaguars Owned				
Year	Model	Body Type	Color	Memo

Emergency Contact Information

Full Name: _____
Last First M.I.

Address: _____
Street Address Apartment/Unit #

City State ZIP Code

Primary Phone: _____ Relationship: _____

Direct questions to: membership@delvaljaguarclub.com.

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