
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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December 2019

DVJC Breakfast Socials



The monthly breakfast socials of the Delaware Valley Jaguar Club are a wonderful opportunity to interact with fellow club members about their favorite topic, their Jaguars. Enjoy a delightful brunch and interesting conversation in a relaxed atmosphere. Seen above are the DVJC members who attended the November social at the Spring House Tavern. Thanks to Jay Greene for the photo. The drone gives a different perspective to the gathering. The next social is December 15, 2019. It's a busy time for the Spring House Tavern so we need to know if you plan to attend. Please register at the DVJC Web site at <https://delvaljaguarclub.com/events/breakfast-social-at-springhouse-tavern-5/> or notify Paul Merluzzi at pawlym@aol.com. Hope to see you there. See page 20 for more information.



NOTICE—It is time to think about renewing your membership in the Delaware Valley Jaguar Club. Payment can now be paid by credit card, debit card, or PayPal by using the DVJC Web site at <https://delvaljaguarclub.com/>. Members are encouraged to use the Web site for membership renewal. DVJC members using the Web site for the first time should click on the BECOME A MEMBER tab. Detailed instructions about signing up for Web site access is shown here. DVJC members with current access should log in to the site as normal. On the Welcome screen scroll down to "Renew Subscription." Alternately you can click on the MEMBERS tab, select "My Membership Profile", and scroll down to "Renew Subscription." Detailed instructions will then be displayed. Members who opt for paying by check can submit payment using the membership form at <https://delvaljaguarclub.com/wp-content/uploads/2018/01/DVJC-Membership-form-201801-1.pdf> or see pages 25—26

Newsletter Contents

Advertising Rates.....	3
List of Officers	3
Upcoming DVJC Events	4
Other Interesting Events.....	4
Your Monthly Bill	5
Speaking of Things Jaguar.....	7
DVJC at Ford v. Ferarri.....	11
DVJC Annual Party	12—13
Classifieds	14—15
RB Collectio & America on Wheels ...	16-17
DVJC Breakfast Socials	19
Membership Renewal Form.....	25—26
Coventry Foundation	27

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Clover Leaf	20
Jaguar Main Line	20
Jaguar of West Chester	21
Lindley Motors	22
Ragtops and Roadsters.....	22
Union Park Jaguar	23
SNG Barratt	24
JC Taylor	24
Coventry Foundation.....	27
XKs Unlimited.....	28



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MEMBERSHIP RATES

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\$75.00 per year / postal
newsletter

Youth Enthusiast
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DVJC OFFICERS INFORMATION

President	Bill Beible	610-223-1051	President@delvaljaguarclub.com
Vice President	Paul Trout	610-286-5701	VicePresident@delvaljaguarclub.com
Treasurer	James Sjoreen	610 989-3860	Treasurer@delvaljaguarclub.com
Secretary	Gregory Morrison	302-234-2712	Secretary@delvaljaguarclub.com
Directors	Tom Shaner	215-628-0734	Directors@delvaljaguarclub.com
	Mike Wolf	610-964-1104	Directors@delvaljaguarclub.com
Director of Membership	Ann Perry	610-388-2421	Membership@delvaljaguarclub.com
Web Master	Brian Craig	215-483-5861	bhc166@aol.com
Speaking of Things Jaguar	Paul Trout	610-286-5701	pgtgt@aol.com
Editor	Brian Craig	215-483-5861	bhc166@aol.com
Advertising	Bill Beible	610-223-1051	bill.beible@gmail.com
Awards	Paul Merluzzi	610-696-3221	pawlym@aol.com
Concours Chair	James Sjoreen	610 989-3860	Concours@delvaljaguarclub.com
Chief Judge	Alan Brown	609-658-9467	ChiefJudge@delvaljaguarclub.com
Photographer	Brian Craig	215-483-5861	bhc166@aol.com
Club Historian	TBD		
Club Merchandise	Noe LaFramboise	609-771-1230	jagnoe@att.net

Upcoming DVJC Events

December 15, 2019
February 16, 2020
10:00 A.M.

Please RSVP

DVJC Breakfast Social (see p. 19)
Spring House Tavern, 1032 Bethlehem Pike,
Spring House, PA 19477

<https://delvaljaguarclub.com/events/breakfast-social-at-springhouse-tavern-5/>
Or Paul Merluzzi pawlym@aol.com

January 11, 2020
10:00 A.M.

The RB Collection & America on Wheels Museum
5 North Front Street, Allentown, PA 18102 (see pp. 16-17)
<https://delvaljaguarclub.com/events/the-rb-collection-america-on-wheels-museum/>
or Paul Trout, pgtgt@aol.com,

January 19, 2020
11:30 a.m.

DVJC Annual Holiday Party & Awards Luncheon
(see pp. 12-13)
William Penn Inn, 1017 DeKalb Pike,
Ambler, PA 19436
Contact: <https://delvaljaguarclub.com/events/holiday-luncheon-january-19-2020/> or Paul Trout, pgtgt@aol.com

April 25—27, 2020

Pumpkin Run Rally
Millsboro Volunteer Fire Co., Millsboro, DE
Contact: Brian Craig, 215-483-5861 or www.northeastrallyclub.com

Other Interesting Events

February 8—17, 2020

Philadelphia Auto Show
Pennsylvania Convention Center
1101 Arch Street, Philadelphia, PA 19107
Contact <https://www.phillyautoshow.com/show-info/show-dates/>



Your Monthly Bill *December 2019*

*Are you still
stuffed?*



I sincerely hope everyone had an enjoyable Thanksgiving holiday and took time to reflect on how fortunate we are to live in the United States and be as comfortable and secure as we are here. Just prior to the holiday, thirty club members (guys and girls) enjoyed pizza together at Bertucci's in Plymouth Meeting and then experienced (not "watched") "Ford vs. Ferrari" at the AMC Plymouth Meeting. Thanks to Tom Shaner for organizing this very successful and well attended event. Tom tells me many people remained in the theater lobby for some time after the show discussing the film.

An exciting new opportunity has opened for a **Social Influencer**, a.k.a. Facebook Administrator. If you use email and text messaging, you are eminently qualified! Our website is an effective tool for serving club members and providing information to people who find it while purposely searching on the web. We can promote our club to a broader audience and reach potential new members through the networking capability of Facebook. Clubs of all sorts use Facebook as an effective channel for promoting upcoming events, sharing club news and facilitating people finding their websites. An effective and up to date Facebook presence has proven to be a good tool for attracting new members. Paul Trout has been filling the

role of administrator since the DVJC Facebook page was created nearly two years ago. DVJC needs someone willing to volunteer a couple of hours per month to post coming events, publish news and photos of our activities and monitor requests to join our Facebook group. Some of this can be accomplished through "one time" work setting up links between our website and our Facebook site. **Help and support is available** – you won't be "on your own." Please consider volunteering to help DVJC continue to prosper and grow. Just contact me by email or phone.



As I was contemplating writing my Monthly Bill, I leaned back and looked at the Jaguar books on the shelf above my desk and thought "why not share some information about them with the club." You never know, Santa may even get an idea or two, so, here we go.

Jaguar – The Engineering Story, Jeff Daniels – History of the development of great cars and outstanding engines with unique Jaguar technology from pre-war cars through the X350, X Type and S Type. The book also highlights the contributions of many people, both famous impact players and many "behind the scenes" contributors.

The Jaguar File, Eric Dymock – Beginning with 1920 Austin Swallows, this book chronicles all SS Jaguar and Jaguar models through 1997. Unique features, high level specifications and interesting

Your Monthly Bill *December 2019 (continued)*

facts are included for every single car produced over that period.

Jaguar, Jaguar Cars, Inc. – While somewhat similar to **The Jaguar File**, this book provides a more holistic look at the design features that unified a group of cars, some seemingly unrelated to each other, and the continuum of evolutionary improvements to the whole product line from 1922 through 1990. It also addresses the radical departures from convention, such as the E Type.

Jaguar XK8 – The Complete Story, Graham Robson – This book traces the ancestry of the XK8 to the Series I XJ6 and XJ-S, through several prototypes and the final design, refinement and introduction of the XK8 and XKR including concurrently developing the 4.0L and 4.2L AJ V8 engines. The book concludes with a chapter on special editions, the XK180 and early F Type development.

Jaguar – The Classic Marque, Steve Kennedy – The author of this book, Steve Kennedy, is a long-time Jaguar enthusiast and member of JCNA and Rocky Mountain Jaguar Club. While not an official authenticity guide, this book includes specific details about virtually every model produced beginning with Swallow Sidecars through the X308 saloons, XK8's, S Type, X Type and concept cars. It includes descriptions of year by year changes and illustrations of engines and interior and exterior details for each model. Additionally, it includes charts such as interior/exterior color combinations and production dates for all models.

And now, for a little bit of cultural history –

Engines of Change, Paul Ingrassia -

From the Model T to the Prius, cars have both propelled and reflected the American experience and culture. Fifteen different cars (none of them Jaguars) are examined as either catalysts for significant change – think Ralph

Nader and the Corvair – or the result of market driven lifestyle change – the Mustang.

Each of these books is unique and offers insights and perspectives on the wonderful Jaguar automobiles that we enjoy.



Much like Movie Night, we have had a great response to the December 6 Holiday Light Express and Dinner event. Our last event of the year is the Breakfast at the Spring House Tavern on Sunday December 15. It would be great to see an “overflow crowd” to finish out 2019. Just be sure to RSVP (through the website or by email to Paul Merluzzi) so we have sufficient room for everyone. It is understandable but disappointing that Robert and Melene Nahodil had to cancel the Gathering of Friends at their home in the Poconos on December 1 due to Robert suffering a broken hip. We wish him a full and speedy recovery.

Thank you to the many members who have already paid their 2020 dues. Most renewals have been made online using credit cards, debit cards and PayPal. While Ann is still gladly receiving and processing checks, online payment reduces the amount of work required by both her and Jim Sjoreen. If you haven't yet signed up for website access, I encourage you to do so as part of your renewal for next year.

Best wishes for a safe and enjoyable Christmas holiday season!

Bill



Speaking of Things Jaguar - December 2019

By Paul Trout

The X-100 – One Owner's Perspective

I suppose, after four months and 12,894 words on the subject, you may have guessed that I have a personal fondness for the X-100 Jaguar. That's not because I have one; I have one because I think it is one of the top five most beautiful automobiles ever made. It is perhaps, in today's world, the most drivable on that list. Enzo Ferrari called the E-Type Jaguar "The most beautiful car ever made" and he was correct. The X-100 gets a podium finish in that race. The lines of the X-100 so subtly and fluidly mimic those of the E-Type as to suggest a rebirth of the classic icon, but if the E-Type had never been produced, the X-100 would still stand on that podium. I'm not afraid to admit, as at least one other Jaguar owner also has, I sometimes create excuses to walk out to the garage to gaze upon the beauty that is my XKR coupe. I am especially drawn to the shape of the coupe. I have this dilemma with a number of British cars. From a pure style and esthetic perspective I prefer the coupe over the convertible in the X-100, the E-Type, the Aston Martin DB, MGB and most sports cars. However, roadsters and convertibles are way more fun! I raced an MGB-GT because I just loved the look of it even though a roadster might have been a bit more competitive. When I bought my first sports car I was torn between a beautiful silver MGB-GT with chrome wire wheels and a British Racing Green MGB roadster with disc wheels. I went with the roadster (Touring model) and I would pack the top away in March and put it back on in late October. There is nothing like motoring in an open car! So, I went the other route when I went looking for an XK8 or XKR after I retired (?) from racing. I searched for a few months be-

fore a black on black 2001 XKR coupe surfaced in Connecticut. After a couple of emails and calls with the selling dealer, Sue and I took a drive up to Plainville, CT. It was love at first sight. A week later I drove a rented car up to Plainville and drove the XKR home. I remember stopping at a rest stop just before the New York line and taking a few moments to admire it from afar. The rest of the drive, with my hands on the wood rimmed steering wheel, surrounded by walnut and warm charcoal leather, I settled in and enjoyed the first of many "Jaguar Kind of Days" in my XKR.



That was a little over six years ago. I still feel that same smile start to form whenever I walk by and it gets wider when I slide in and turn the key to hear that 4.0 liter supercharged V8 fire up. Every one of the 10k miles I've put on it has been smile-worthy. Whether cruising on an interstate at 70-80mph, a spirited run through the curves of some back roads, trying to find the limits on the JCNA Slalom course or just running an errand, this car is fun! I'm sure many of you feel the same way about your Jaguars.

The driving experience is heavily flavored with Jaguar heritage. The visual aspect is all about

Speaking of Things Jaguar - December 2019 (cont'd.)

wood, leather and a long louvered bonnet. Once you and your passenger are settled in, the comfort of leather wraps snugly around you. Officially a 2+2; the reality is more 2+0.5. However the rear seats make a very nice parcel shelf and a water bottle fits snugly between the rear center seat belt latches. Tastefully blended into the classically styled interior are controls for most modern automotive amenities; heated seats, climate controlled HVAC, power windows and multi-speaker stereo music options. Turn the key and a glance at the tachometer reminds you in neat lettering; Supercharged. Slide the shift lever, topped with a walnut knob, into "D" and let the real fun begin.... Like most Jaguars, it wants to stretch its legs. Early on, most drives included at least one 6 second 0-60 rush or, given the space, a 13 second 0-100 blast. As the XKR crosses 100 it is still pulling and wanting to keep going. It can be very exciting to drive... I still let it have its head on occasion, but knowing it is ready to fly if I want to is enough most days.



The XKR has proven to be a quite comfortable grand touring car. Sue and I have taken it to Watkins Glen a couple of times and I took it to Summit Point, West Virginia for a race weekend to help the new owner of my race car on his debut outing. Cruising at 70-80 mph the cabin is quiet enough for "library voice" conversation and the climate control maintains a relatively constant temperature without draftiness. The ride is comfortably firm with a stable feel. I find the power steering a bit light for my taste, but the feel of

the road is still there. Background music flows through the nine speakers supplied from a variety of selectable sources; the FM radio, one of six CDs in the boot mounted changer, the cassette player or the cassette player adapter that plugs into my phone. It is really two rather distinct worlds in the cabin as we cruise. On the left side I have the feel of the road through the walnut on the steering wheel as I pilot my Jaguar at restrained speeds (letting it loose on the required or desired occasion) and on the right side Sue is snuggled in a comfortable leather chair in a walnut paneled den reading a book with soft classical music flowing in the background. Yes indeed, the XKR is a great road trip car.

On twisty secondary roads the XKR is not quite nimble as the sports cars I grew up with and raced, but it does demonstrate confidence on a spirited drive. I've had the opportunity to drive the XKR on three courses where I once raced. As one of a hundred or so Jaguars on touring laps of Watkins Glen International, bumping on the curbs of the "Bus Stop" wasn't quite the same as in the MGB, but I'm pretty sure the MGB never climbed the "Esses" quite as fast as the XKR. At New Jersey Motorsports Park the conditions on the track were not ideal for a group of Jaguar drivers on touring laps. A thundershower had just soaked the track that still had plenty of oil and rubber on it from a couple of days of vintage racing. It was very slippery in spots as a number of the other drivers found out the hard way. Having raced a number of times in the rain (my only first place finish was in the pouring rain), I was able to have a spirited drive clipping apexes and tracking out just shy of the very slick curbs. The ABS and Dynamic Stability Control offered confidence in the braking zones. Duryea Drive up to the Pagoda overlooking the city of Reading was one of the places I raced my Cooper S Mini. The hill climb course is 2.3 miles long with an elevation change of 800 feet.

Speaking of Things Jaguar - December 2019 (cont'd.)

There are 13 turns of which 8 are hairpins. In my Mini it was a bit over two minute blur. In the XKR the straight sections go faster and the curves considerably slower, but with the Traction Control off I can still hang the tail out a bit. However the trees are way more intimidating without the hay bales in front of them. One of my favorite Sunday XKR drives is to weave my way on back roads to the bottom of Duryea Drive and have a spirited drive up the hill. I turn around just past the fire tower where the finish line is and park at the pull off just below the tower. There I enjoy two spectacular views; the city of Reading below and the Jaguar that brought me here.



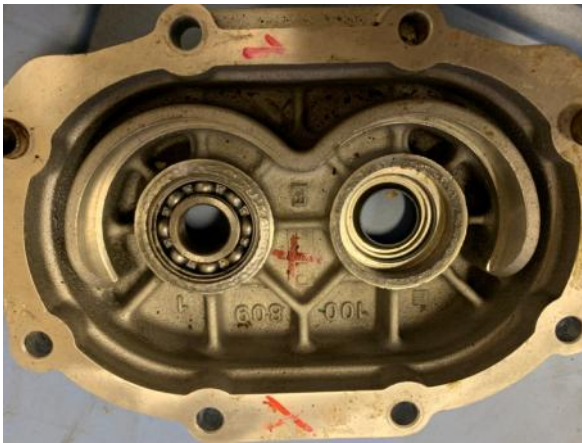
The advice from the seller when I bought the car was two-fold. Drive the car. They have more problems when they sit than they do if you drive them regularly. Leave the transmission setting on "Sport". He said the car likes it better and so will you. He was right on both counts.

In six years of ownership have I had any problems? A few. I had verified that the timing chain tensioners had been upgraded prior to purchasing the car. A couple of months into ownership the supercharger started making some subtle grinding noises. Consensus on the Jaguar forum was that the bearings were worn allowing the rotors to touch as they spun. It was not going to go away. I had and still have a trusted mechanic, Dana Albitz, who had taken care of

Sue's X-Type for many years. He is a master mechanic who is willing to admit what he doesn't know. I gave him the XKR shop manual and numerous "How to" guides on a memory stick and asked him to let me know, after he looked them over, if he felt confident removing and replacing the supercharger and intercooler. A week later we set a schedule when the car could tie up one of his bays for several weeks. After he removed the supercharger I shipped it to a supercharger "expert" in Oklahoma that had been recommended to me. In the mean time I asked Dana to give me a parts list to replace every hose and clamp on the engine since it was already apart. I sent the list to my favorite Jaguar parts supplier, Gaudin Jaguar, in Las Vegas, NV. They are now Reno Jaguar in Reno, NV. Why do I go to them? Their dealer supplied parts are generally sold at a 30+% discount and they are knowledgeable and easy to deal with. I usually have the right part in a couple of days and the discount more than makes up for the shipping cost. I have on occasion gotten a call from one of the parts guys asking "Do you want the part you ordered or the right one for your car?" They're that good to work with. Anyway, it took well over a month for the supercharger to be "rebuilt" and shipped back. Dana had the car back together in short order and I was excited to be back on the road. However, the supercharger was making more noise than it was before. I called the "Oklahoma Expert" and held the phone up to the supercharger. He got quite defensive and told me my mechanic installed it wrong. Dana got on the phone with him and it went downhill from there. I was quite disheartened. I did some more research and found Jon Bond in Iowa. He had a number of good recommendations on the Jaguar forum (of course so did the "Oklahoma Hack"). I sent him a long email explaining the whole situation and indicated that I would understand if he didn't want to pick up someone else's mess. Jon sent me a

Speaking of Things Jaguar - December 2019 (cont'd.)

nice reply and indicated this would not be the first time he had encountered a situation of this nature. I arranged for him to talk with Dana over the phone. Dana removed the supercharger the next day and shipped it off again. About a week later I got a reasonable estimate for repairs from Jon. A couple of weeks later the, now brand new looking, supercharger arrived at Albitz Garage. Jon also enclosed the damaged end plate that was replaced.



It seems the previous “expert” had “secured” the bearings with the use of a ball peen hammer. He also enclosed the empty bottle from the supercharger oil he had used to fill the unit along with maintenance instructions. It seems that the oil in a supercharger should be replaced every 15k miles. I’m sure there are quite a few superchargers out there that still have what’s left of the original oil in them. When they run dry the bearings suffer greatly and eventually allow the rotors to clip each other. In short order Dana had the XKR engine back together and the supercharger adventure was over. It ran and sounded great.

Beyond the supercharger adventure, maintenance has been pretty much standard; oil changes, brakes and tires. I did have the front brake calipers replaced after one of them locked up about a week before the DVJC trip to Watkins Glen. Had there been

more time I probably would have had them rebuilt, but replacing them was the only option that fit the timeframe. It was a bit pricy, but we were able to make the trip.

The only other significant issue has been a droopy headliner. When it started feeling like I had a felt hat on while driving, I decided it needed to be replaced. Everything I read told me that trying to repair it with double face tape or adhesive would result in a frustration laced failure. So I took the car to the upholstery guy who had previously done work on my MGB top and tonneau. He took one look into the cabin, said “I’m not going to do that” and walked away. A bit shocked, I caught up to him and asked the obvious question. He explained that when the car was built, the headliner had been installed before the windshield had been installed. Trying to install it through the doors would require more contortion than his aging body would permit. I thanked him and drove off with my felt hat on... Later that day I stopped into a small upholstery shop whose sign, “Chetty’s”, I had passed countless times driving south into Eagle. Chetty took a good look around the cabin and indicated it wouldn’t be easy, but if he took his time and was careful bending the hard frame he could do it. He had the car for two days and when I got it back the headliner looked brand new and he had also recovered the A-pillars. He said removing and replacing it wasn’t as bad as he thought it might be and charged me way less than I had expected. He is presently recovering the A-pillars on Sue’s X-Type.

So, my six year experience with my XKR has not been without its bumps along the way. They, in no way, ever diminished my enthusiasm for the car. It’s all part of ownership of an 18 year old Jaguar. Things happen. Sometimes they happen as result of the failings of previous ownership. Sometimes it is just time and wear. And sometimes stuff just

Speaking of Things Jaguar - December 2019 (cont'd.)

happens. Given enough time and money, anything can be fixed. The key to minimizing both is knowing the limits of what you can do yourself and having good relationships with trusted technicians and craftsmen for everything else.

Would I buy another X-100 model Jaguar? Well, actually I'd like to buy another one. Finding just the right one has been the challenge. There are plenty of them out there. A ten minute internet search will surface well over a hundred examples for sale. I know that to be a fact because I do that search pretty much every evening. Initially I was looking for a 2003-2004 XK8 convertible, preferably in Zircon, Seafrost, Quartz or Slate with relatively low mileage. Also, it had to have 18 inch wheels, preferably Double Fives. Since the combined 2003-2004 production of XK8 convertibles in all colors was 3437, I knew this would be a challenge. After a month or two, a couple surfaced but they were either very high milers or had issues I didn't feel like dealing with. Then a very nice 2003 XK8 in British Racing Green showed up in North Carolina. After corresponding with the dealer a bit, I talked my brother, who resides in South Carolina, to drive up and look it over. He gave it a very

positive review, but in the end I decided it really wasn't what I was looking for. There have been a number of dead end discussions with various owners as my search for what has been referred as a chameleon unicorn continues. High on the current target list for my mythical search is a red (preferably Phoenix Red) 2003-2004 XKR convertible, but I might consider a 2002. Pretty much the only thing that has remained consistent has been that it be a convertible with 18 inch wheels. So, should you come across my elusive chameleon unicorn, remember that her color can change, so let me know. I just might be interested.



Enjoy Your Jaguar!

Paul T

DVJC at Ford v. Ferarri



On November 22, 2019, DVJC members met for pizza at Bertucci's in Plymouth Meeting and then proceeded to the Plymouth Meeting AMC Theater to see Ford v. Ferarri. Thanks to Tom Shaner to planning this event and providing the photo.



Delaware Valley Jaguar Club

*Please join us for our Annual Holiday Party and
Awards Celebration.*

***Sunday, January 19, 2020
11:30 am to 2:30 pm***

*William Penn Inn
1017 DeKalb Pike
Ambler, PA 19002 (GPS address)
corner of Rt. 202 and Sumneytown Pike*

11:30 a.m. Cocktail Hour – Cash Bar with Snacks

***A Free Drink ticket will be provided to members whose 2020
DVJC Dues are paid in full***

12:30 p.m. Buffet Brunch

Buffet Brunch includes:

Hot and Cold Selections including:

Scrambled Eggs

Belgian Waffles

Parmesan Crusted Sole

Filet Mignon Tips

Smoked Salmon

Salads

Delicious Deserts

and much more.

There will also be Silent Auction of Jaguar Automobilia and Gift Baskets of Various Themes.

If you wish to contribute to the Silent Auction please contact:

Jaguar Automobilia:

Jim Sjoreen at jsoreen3860@Comcast.com

Noe LaFramboise at jagnoe@att.net

Gift Baskets:

Irena Merluzzi at Ibmerluzzi@aol.com

\$37.50 per person

Please register for this event **Prior to January 13, 2020** on the DVJC web site at <https://delvaljaguarclub.com/events/holiday-luncheon-january-19-2020/>

Alternately, please send a note indicating the number of people attending with a check payable to Delaware Valley Jaguar Club by **January 13, 2020** to:

Paul Trout
210 Warwick Furnace Rd
Elverson, PA 19520
610-286-5701 or pgtgt@aol.com

CLASSIFIED



1957 XK140 roadster .

Excellent strong driver following complete engine rebuild (\$10,000.). Car restored in 2006 with less than 7000 miles since rebuild which included bare metal repaint, new interior, top, chrome, side curtains, new wiring bundle etc. Multiple first place wins in driven class at June DVJC Concours meets. Always garage kept.



Contact Bob Costello , 215 542 9941 rocostello1@verizon.net.
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I've owned this handsome car for 10 years. Always garaged. Excellent condition but needs a little attention, nothing out of the ordinary though. Recent suspension conversion kit fitted but can provide new front air shocks and original rears if needed. Must be seen to be appreciated. Additional pics available. I'm in the Lehigh Valley.



Contact Stephen: (610) 304 6554 / sjcurtis42@gmail.com

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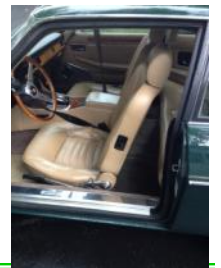


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Abington, PA All parts are there, numbers matching. Make an offer.





It's Cold in January.

So Let's Do Some Indoor Car Stuff!

How About Visiting a Restoration Shop and a Car Museum!

Join Fellow DVJC Members and Guests

Saturday January 11, 2020 at 10:00am for a Combined Visit to:

The RB Collection & America on Wheels Museum



Since 1991, Al and Alex Ruozzi have worked with some of the most exciting, interesting and rare automobiles on the planet. They buy, restore, sell and trade not only fine automobiles, but also very special pieces of history.



The America on Wheels museum is a place where everyone can gather to learn, have fun and celebrate first hand America's love affair with cars, trucks, motorcycles and bicycles.

Both venues are located directly across from each other in Allentown, PA. Park your car at the America on Wheels parking lot (5 north Front Street, Allentown PA 18102) and walk across Front Street to the RB Collection. The visit to RB Collections will include coffee & doughnuts welcome, a tour of the restoration shop and viewing and description of the classic cars in the showroom. After visiting RB Collections we will cross Front Street for a guided tour of the America on wheels museum followed by lunch in their Hubcap Café. After lunch you will be free to revisit the exhibits in the museum at your leisure.

Arrival at RB Collection at 10am with lunch in the Hubcap Café around 1pm.

The price of \$30 per person includes coffee & doughnuts, tour of RB Collection restoration shop and show room with discussion of classic cars on display, admission to and guided tour of the America on Wheels Museum and lunch.

Sign up for this event on the DVJC web site at www.delvaljaguarclub.com

Questions? Contact Paul Trout at pgtgt@aol.com or 610-805-4732



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Delaware Valley Jaguar Club Breakfast Socials

December 15, 2019

February 16, 2020

10:00 a.m.

**Spring House Tavern
1032 Bethlehem Pike
Spring House, PA 19477**

Phone 215-646-1788

www.springhousetavern.com

**PLEASE RSVP TO <https://delvaljaguarclub.com/events/breakfast-social-at-springhouse-tavern-5/>
Or to PAUL MERLUZZI (pawlym@aol.com)
SO THAT WE CAN GIVE A HEAD-COUNT TO THE RESTAURANT.**

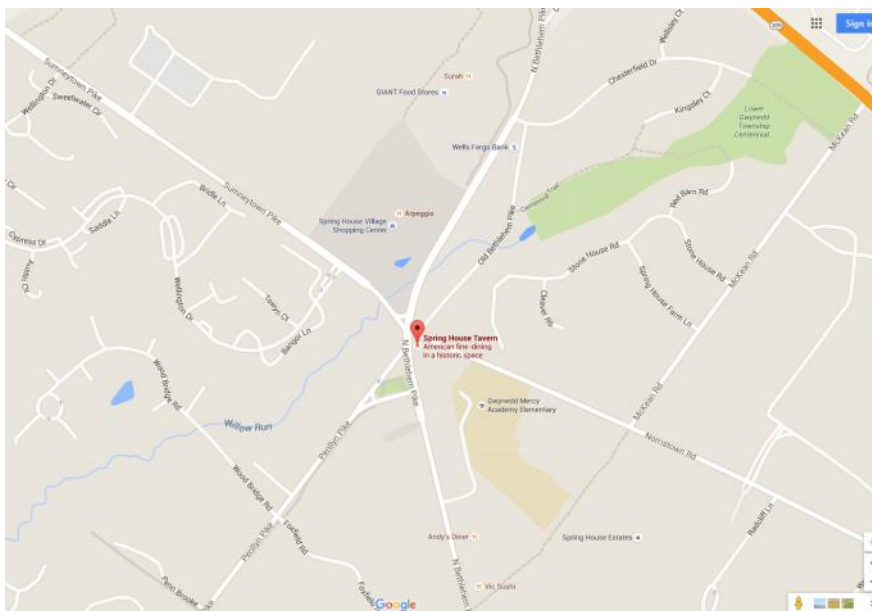
Driving directions from the Pennsylvania Turnpike:

Exit at Fort Washington Interchange, (Exit 339) thru tolls and take the ramp to Rt. 309 north (Ambler). Exit at the Norristown Road / Spring House exit. At the bottom of the ramp turn left on to Norristown Road. Proceed approximately 1 mile to Bethlehem Pike. Turn left on to Bethlehem Pike. The Spring House Tavern is on the left.

Directions from North: Use Rt. 309 south until you pass the Rt. 63 (Welsh Road) intersection. Stay in far left lane to continue on Bethlehem Pike. The Spring House Tavern will be approximately 1 mile on your left side after crossing the Norristown Road / Sumneytown Pike intersection.

From South: Use I-95 to Blue Route I-476. Travel north on I-476 to Exit 20, East I-276, New Jersey, Exits 339-359, (Pennsylvania Turnpike). Follow directions above from the Pennsylvania Turnpike.

For further information contact *Paul Merluzzi 610-696-3221 pawlym@aol.com*



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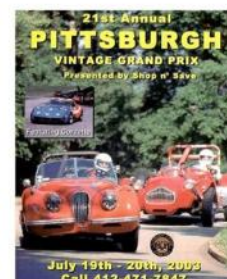
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Delaware Valley Jaguar Club

Check one: ☐ Member Profile Update ☐ Renewal

☐ **Application for 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 \$25.00 for members 25 years of age or younger. Includes a one year subscription to the *Jaguar Journal*, a bi-monthly publication distributed by Jaguar Clubs of North America, Inc., and the *The Jaguar's Purr*, the local club monthly newsletter by e-mail with free Classified Ads for members. Mailed copies of *The Jaguar's Purr* are \$10.00 annually.

☐ **Child under 18?** Name: _____ Date of Birth ____ / ____ / ____

☐ **Youth Enthusiast?** Date of Birth _ ____ / ____ / ____

Annual Dues:

Full Members receiving electronic copies of Purr newsletter	\$65.00
Full Members who desire printed & mailed copies of Purr newsletter	\$75.00
New Members joining after July 1	\$45.00
Youth Enthusiast	\$25.00

If paying by check:

Please make your checks payable to DVJC

Mail to: Ann Perry, PO Box 163, Mendenhall, PA 19357

Jaguars Owned				
Year	Model	Body Type	Color	Memo

Emergency Contact Information

Full Name: _____
Last First M.I.

Address: _____
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City State ZIP Code

Primary Phone: _____ Relationship: _____

Direct questions to: membership@delvaljaguarclub.com.



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