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# The Jaguar's Purr©

Is an official publication of  
THE DELAWARE VALLEY JAGUAR CLUB  
A chartered, non-profit corporation  
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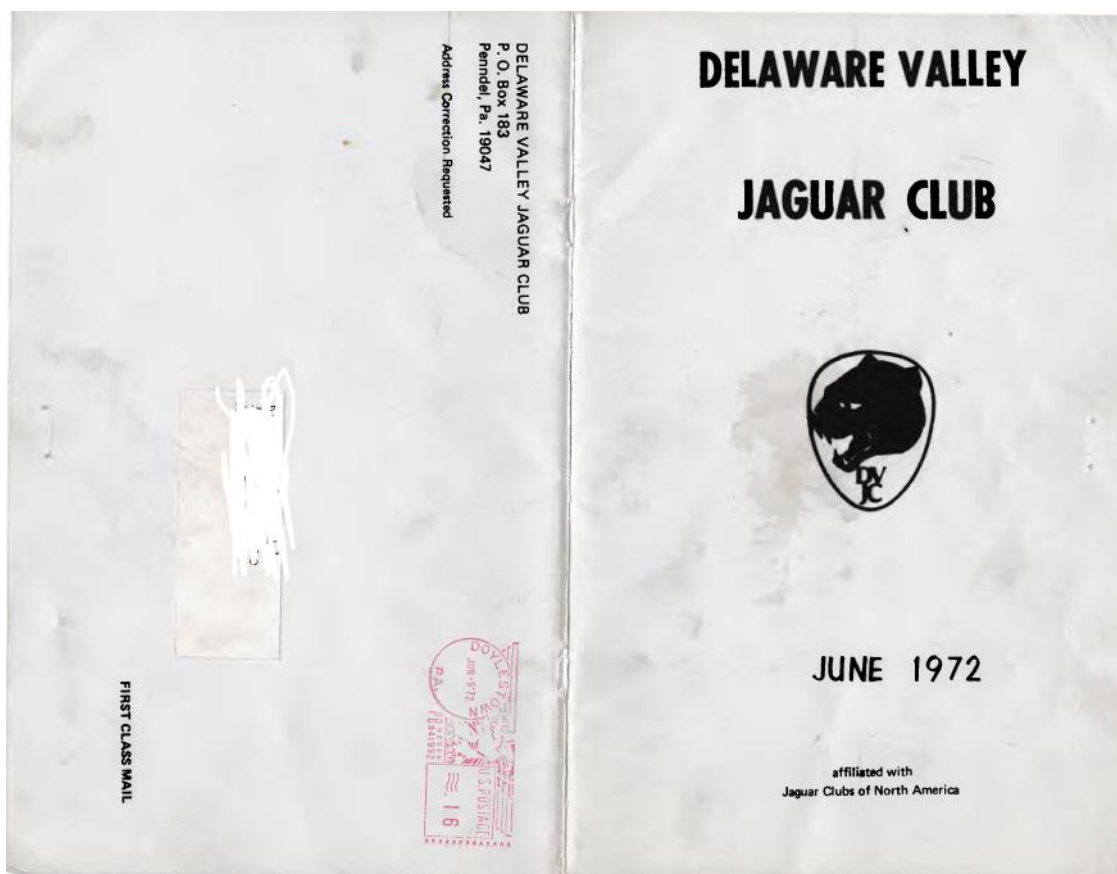
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*February 2020*

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## Old DVJC Newsletters Found



Long time DVJC member, past president, and cheer leader Kurt Rappold passed away in March 2018. Among his many possessions were old copies of *The Jaguar's Purr*. Pictured above is the oldest newsletter in the collection. A previous edition of *The Scratching Post*, the newsletter the preceded *The Purr* has since been provided by long time DVJC member Alex Giacobetti. All the recovered issues have been added to the newsletter archives available to members on the DVJC Web site at <https://delvaljaguarclub.com/>. You must be signed in to the site as a member to view the archives. We are still searching for older copies of the newsletters. If you are aware of any please contact Brian Craig. A story about the archiving process appears in this issue on page 16.

## Celebrating 55 Years!



**NOTICE**—You can still renew 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 33 & 34.

## Newsletter Contents

Advertising Rates.....	3
List of Officers .....	3
Upcoming DVJC Events .....	4
Other Interesting Events.....	4
Your Monthly Bill .....	5
DVJC Concours d'Elegance flyer.....	7 -8
Speaking of Things Jaguar.....	9
The Green Lane Growler Part 3 .....	12
A Moment of Insanity .....	16
Welcome New Members .....	19
Pumpkin Run Rally Forms .....	20-21
Classifieds .....	22
Jaguars at the Jersey Shore .....	23-24
DVJC Breakfast Socials .....	26
Cool Cars for Kids Concours .....	27
DVJC Membership Forms .....	33-34
Coventry Foundation .....	35

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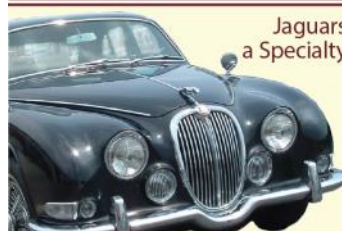
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British Wiring .....	2
K&T Vintage Sports Cars .....	2
Moss Motors / XKs Unlimited.....	24
Jaguar Willow Grove .....	25
Clover Leaf .....	28
Jaguar Main Line .....	28
Jaguar of West Chester .....	29
Lindley Motors .....	30
Ragtops and Roadsters.....	30
Union Park Jaguar .....	31
SNG Barratt .....	32
JC Taylor .....	27
Coventry Foundation.....	32
Muncie Imports & Classics .....	36

## ADVERTISING RATES

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

Half Page \$180/year; \$35 / issue  
Quarter \$ 95 / year; \$20 / issue

Business Card \$55 / year

## CLASSIFIED RATES

Members' ads free of charge  
For up to three inserts for each item

Non-members \$10.00 per insert

## MEMBERSHIP RATES

Single/Family  
\$65.00 per year/ emailed  
Newsletter

\$75.00 per year / postal  
newsletter

Youth Enthusiast  
\$25.00 per year

## DVJC OFFICERS INFORMATION

President	Bill Beible	610-223-1051	President@delvaljaguarclub.com
Vice President	Paul Trout	610-286-5701	VicePresident@delvaljaguarclub.com
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Secretary	Gregory Morrison	302-234-2712	Secretary@delvaljaguarclub.com
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	Mike Wolf	610-964-1104	Directors@delvaljaguarclub.com
Director of Membership	Ann Perry	610-388-2421	Membership@delvaljaguarclub.com
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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

**March 15, 2020**

**10:00 A.M.**

*Please RSVP*

**DVJC Breakfast Social (see p. 26)**  
**Spring House Tavern, 1032 Bethlehem Pike,**  
**Spring House, PA 19477**

<https://delvaljaguarclub.com/events/monthly-breakfast-social-springhouse-tavern/>

Or Paul Merluzzi [pawlym@aol.com](mailto:pawlym@aol.com)

**April 18, 2020**

**(Note day and venue change)**

**9:30 A.M.**

*Please RSVP*

**DVJC Breakfast Social**  
**Bistro at Haddonfield**  
**57 Kings Highway East, Haddonfield, NJ**

<https://delvaljaguarclub.com/events/breakfast-social-haddonfield-bistro/>

Or Paul Merluzzi [pawlym@aol.com](mailto:pawlym@aol.com)

**April 24–26, 2020**

**Pumpkin Run Rally (see pp. 20 & 21)**  
**Millsboro Volunteer Fire Co., Millsboro, DE**

Contact: Brian Craig, 215-483-5861 or [www.northeastrallyclub.com](http://www.northeastrallyclub.com)

**April 25, 2020**

**Philadelphia Concours d'Elegance (see 27)**  
**Cool Cars For Kids—Simeone Automotive Museum**  
**Philadelphia, PA**

Contact: <https://coolcarsforkids.org/>

**June 6, 2020**

**DVJC Annual Concours d'Elegance (see pp. 7 & 8)**  
**Historic Hope Lodge, Fort Washington, PA**  
**Pre-registration required for Champion, Driven and**  
**Special Divisions**

Contact: <https://delvaljaguarclub.com/> or Jim Sjoreen,  
[concours@delvaljaguarclub.com](mailto:concours@delvaljaguarclub.com)

**September 29 to**  
**October 1, 2020**

**Jaguars at the Jersey Shore (see pp. 23 & 24)**  
**Cape May and South New Jersey**

Contact: <https://delvaljaguarclub.com/> or Bill Beible at  
[bill.beible@gmail.com](mailto:bill.beible@gmail.com)

# Other Interesting Events

**May 17, 2020**

**New Hope Automobile Show Cars and Coffee**  
**New Hope-Solebury High School West Parking Lot**  
**182 West Bridge Street, New Hope, PA**

Contact <http://www.newhopeautoshow.com/cars-and-coffee/>





## Your Monthly Bill *March 2020*

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Over the course of the past month, Nancy and I have been treated to the sight of many old and new Jaguars with their tops down and drivers enjoying sunshine and warm weather. It's "summertime" in southwest Florida and the roads are crowded with an abundance of convertibles and beautiful cars. This is providing a warm-up for our first-time visit to the Amelia Island Concours in the beginning of March. Can't wait!



And, speaking of Concours d'Elegance, our annual DVJC event on June 6 will be here sooner than we realize. Typically, about half of the entries are owned by DVJC members and the remainder are from other JCNA clubs, some as far away as Michigan and Florida. With the objective of encouraging more of our members to enter their cars, I will dig a little deeper into organization of the show and competition. Entries are divided into three divisions, namely Champion, Driven and Display. Judges evaluate the exterior, interior, engine and boot for Champion Division cars. In the Driven Division, only the exterior and interior are judged. Within the champion and driven divisions, cars are further segmented by class so that like cars are judged against each other. The top three scoring cars in each judged division/class are recognized with awards at the conclusion of the day's events. Here is a sampling of clas-

ses included within each division:

- E Type Series 1
- XJ-S/SC – 1976-1991
- XJ8 & XJR Sedans - 1998-2009
- F Type
- XE, XF, XJ

In total, every vehicle produced by Jaguar, from its predecessor companies, Swallow, SS and SS Jaguar, through 2020 models has a place in the competition framework. Complete information on divisions and classes is available in [Chapter II of the JCNA Concours Rules](#). Remember, cars entered in the Display Division are not judged. Regardless, they are admired by the hundreds of people who enjoy our show. Since virtually every member of our club can wash and dry his or her car, they are probably ready to enter the show in the Driven or Display Division. A little extra detailing is all that's required. Whether your car is old, middle aged or new, give it a try!



### MEMBERSHIP DEVELOPMENT

Active, involved and satisfied members are the lifeblood of DVJC. The vitality and longevity of our club depends on maintaining and growing our membership in an era when there seem to be fewer "joiners" of organizations in general and interests of younger car owners are evolving away from those of traditional car clubs. Because demographics is

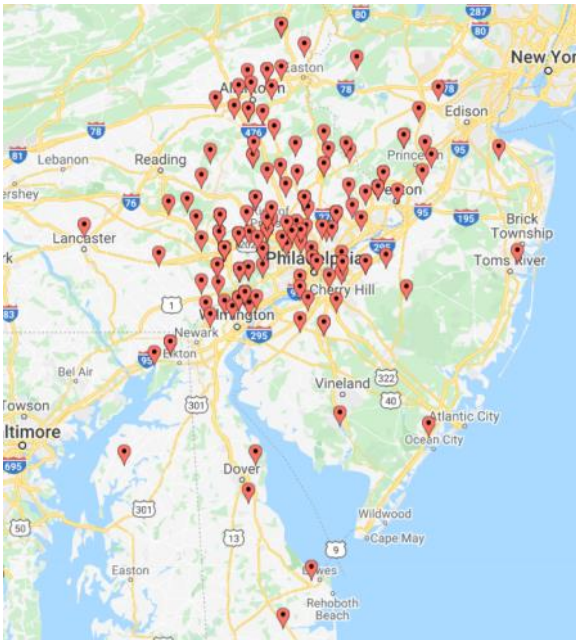
# Your Monthly Bill

March 2020 (continued)

destiny, we must all work to promote our club to potential new members.

As we have discussed before, our events program is active and varied. Leaders in the club who plan the calendar continue to focus on events intended to appeal to a broad cross section of our members. Let us know your ideas and be sure to check the events calendar regularly.

We have an opportunity to attract members from the large geographic area served by our club. Roughly 60% of members are clustered along the Delaware River between Wilmington and Trenton with another 15-20% in the area surrounding Allentown, Bethlehem, and Easton.



Spreading our events around the broader area is intended to make participation easier for

more of our current members. Likewise, this also addresses feedback I have received from potentially interested people that “our events ‘all’ take place near Philly and are too far away.” We are continuing to schedule some events beyond where they have traditionally been held. Next up, after the March Breakfast at Spring House Tavern, is a March 28 tour of the Eastwood Company followed by lunch at the Sly Fox Brewery in Pottstown. Rich Rosen is hosting the Saturday April 18 monthly breakfast at the Haddonfield Bistro in New Jersey.

Our website and the card stands placed at dealers and repair shops have made it easier for people to learn about our club. Participation in car events and civic activities with your cars is another way to get the word out. Your car is a billboard on wheels! Most importantly, telling your friends about the club, inviting guests and passing out club business cards are ways that each and every member can increase DVJC’s exposure. Cards are available from Paul Trout. Please do your part.

If you have not yet renewed your membership for 2020, please [jump on the website and do it now](#). That way, you won’t miss another issue of the Jaguar Journal and you can buy club merchandise from the online store.

Have a wonderful month and enjoy Daylight Saving Time!

All the best,

*Bill*



## **JCNA Sanctioned Concours d'Elegance Registration Saturday June 6, 2020**

### **Pre-registration required for Champion, Driven and Special Divisions**

Field Opens at 8:00 a.m. - Judging begins at 10:00 a.m.

- \* Registration for all judged JCNA Divisions is \$60.
- \* Two or more cars; 1<sup>st</sup> car \$60, 2<sup>nd</sup> car \$30, 3<sup>rd</sup> and each subsequent car \$20
- \* *All entries received after May 30<sup>th</sup> will be in Display Division.*
- \* Registration for Display Only Jaguar cars (not judged) \$35 per car.
- \* Ample parking on site for trucks and car trailers.
- \* All judged cars must be driven thru a Vehicle Operation Check Point
- \* Concours will be conducted in accordance with applicable JCNA Concours rules.
- \* "Rain or shine." No rain date. No refunds.
- \* Concours to be held in conjunction with the Cars and Motorcycles of England (sponsored by Delaware Valley Triumphs and the Hope Lodge Ales & Petals event featuring food, beverages, and live music in the Hope Lodge Gardens. See <http://www.historichopelodge.org/ales-petals-car-show> for details.

**Trophies Awarded for Champion, Driven, Preservation, Sp. Divisions, Best of Show, Longest Distance**

Contact: Jim Sjoreen, Concours Chairman: 610-989-3860  
e-mail: [concours@delvaljaguarclub.com](mailto:concours@delvaljaguarclub.com)

CMoE Information Hotline: 215-258-7071

**Registration Form, Divisions and Classes on reverse side**



# Historic Hope Lodge, 553 South Bethlehem Pike, Fort Washington, PA 19034

([www.historichopelodge.org](http://www.historichopelodge.org))

See JCNA Concours rules for: [Entry Eligibility, Awards, Division and Classes](#)

<p><b>Champion Division Classes</b></p> <p><b>C1/PRE:</b> Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS &amp; SS Jaguar (1927-51)</p> <p><b>C2/120:</b> XK 120 (1948-54)</p> <p><b>C3/140:</b> XK 140 (1955-57)</p> <p><b>C4/150:</b> XK 150 (1957-61)</p> <p><b>C5/E1:</b> E-Types, Series 1 (1961-67)</p> <p><b>C6/E2:</b> E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)</p> <p><b>C7/E3:</b> E-Types, Series 3 (1971-75)</p> <p><b>C8/SLS:</b> Early Large and Small Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70), MK 1 (2.4 &amp; 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340, S-Type 3.4S, 3.8S, &amp; Jaguar and Daimler 420 (1955-69)</p> <p><b>C9/XJ:</b> XJ6/12 Series 1 Saloons (1968-73); XJ6/12 Series 2 Saloons and Coupes (1973-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) <b>Note 1</b></p> <p><b>C10/XJ:</b> XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) <b>Note 1</b></p> <p><b>C11/J8:</b> XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) <b>Note 1</b></p> <p><b>C12/JS:</b> XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&amp;E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.</p> <p><b>C13/JS:</b> XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.</p> <p><b>C14/K8:</b> XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)</p> <p><b>C15/XK:</b> XK and XKR Coupe and Conv. (2007-On)</p> <p><b>C16/SX:</b> S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008)</p> <p><b>C17/PN:</b> Preservation Class (more than 35 years old)</p> <p><b>C18/PN:</b> Preservation Class (20 to 35 years old)</p> <p><b>C19/FJ:</b> XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On)</p> <p><b>C20/F:</b> F-TYPE (2013-On)</p> <p><b>C21/P:</b> F-PACE (2016 - On)</p> <p><b>Note 1:</b> Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes <b>C9/XJ</b> and <b>C10/XJ</b> according to their years, engines, and body styles.</p>	<p><b>Driven Division Classes</b></p> <p><b>D1/PRE:</b> All Classics (Pre-XK engine) and XK 120, XK 140, XK 150</p> <p><b>D2/E1:</b> E-Types (1961-67)</p> <p><b>D3/E2:</b> E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71)</p> <p><b>D4/E3:</b> Series 3 E-Types (1971-75)</p> <p><b>D5/SLS:</b> Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 &amp; 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, &amp; Jaguar and Daimler 420 (1955-69)</p> <p><b>D6/XJ:</b> XJ6/12 Series 1 &amp; 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) <b>Note 1</b></p> <p><b>D7/XJ:</b> XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) <b>Note 1</b></p> <p><b>D8/XJS:</b> XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&amp;E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.</p> <p><b>D9/XJS:</b> XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.</p> <p><b>D10/K8:</b> XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)</p> <p><b>D11/XK:</b> New XK and XKR Coupe and Conv. (2007-On)</p> <p><b>D12/J8:</b> XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004- 2009) <b>Note 1</b></p> <p><b>D13/SX:</b> S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008)</p> <p><b>D14/FJ:</b> XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On)</p> <p><b>D15/F:</b> F-TYPE (2013-On)</p> <p><b>D16/P:</b> F-PACE (2016 - On)</p> <p><b>Note 1:</b> Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes <b>D6/XJ</b> and <b>D12/J8</b> according to their years, engines, and body styles.</p> <p><b>Special Division Classes</b></p> <p><b>S1/PD:</b> Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars and Production Jaguars privately prepared and modified for competition</p> <p><b>S2/MOD:</b> Modified</p> <p><b>S3/REP:</b> Replica (non-production, Jaguar powered)</p>
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## Registration Form for DVJC Concours d'Elegance 2020

\*Please submit a separate Registration Form for each car you enter. Detailed instructions will be provided upon receipt of registration.

Registrations received after May 30, 2020, will be entered as Display class.

Name \_\_\_\_\_ Phone Number \_\_\_\_\_

Address \_\_\_\_\_ e-mail \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

JCNA Number \_\_\_\_\_ Club Name \_\_\_\_\_

Year \_\_\_\_\_ Model \_\_\_\_\_ Body Type: \_\_\_\_\_ Color \_\_\_\_\_

**Division** - Please circle one only: Champion Driven Special Display **Class** - \_\_\_\_\_

Make check payable to: DVJC Send to: Jim Sjoreen, 920 Ivycroft Road, Wayne, PA 19087.

I hereby agree to enter the above described Jaguar(s) in the Delaware Valley Jaguar Club Concours d'Elegance. In consideration of the right and privilege to enter and participate and other valuable consideration, and intending to be legally bound, I agree to release the Jaguar Clubs of North America, Inc., Delaware Valley Jaguar Club, the Concours committee, Delaware Valley Triumphs and Historic Hope Lodge from any and all liability for injuries, damage, or loss arising from my entry and attendance in the Concours.

Signed \_\_\_\_\_ Date \_\_\_\_\_  
Signature of Jaguar Owner





## Speaking of Things Jaguar - March 2020

By Paul Trout

### New Friends, New Cars, and The Search Goes on...

Our last DVJC Breakfast Social was quite well attended with over twenty members present. The Jaguar section of the parking lot was an octet of shiny cats of various colors, models and vintages.



Among the gorgeous regulars:



My Anthracite XKR Coupe



Max Sandler's Titanium XK8 Convertible



Chuck Kitson's Talisman Silver XJ-SC Cabriolet



Brian Craig's Phoenix Red XK8 Coupe



Paul Merluzzi's stately Daimler Saloon in Sherwood  
over Coffee

There were also some new (to the club) Jaguars.

## Speaking of Things Jaguar - March 2020 (cont'd.)



New member Tony Tinari and his wife Mary Alice arrived in style in their lovely Regency Red E-Type Coupe. Welcome to DVJC!



Tom and Carolyn Shaner purred up in his Liquid Silver XK Coupe.



Ed Petrow roared (not really, but it looks like it should be roaring even when it is sitting still) up in his 2013 XKR finished in British Racing Green over a very rare Saddle and Black interior.

There was also another new member in attendance; Patrick Scullin. Patrick arrived in a very nice Porsche rather than his XK140mc. If you're not going to arrive in a Jaguar, I'm thinking a Porsche might be the next best thing. Welcome Patrick! We hope to see you and your Jaguar at a future event, perhaps the Concours.

It is always exciting to have new Jaguars show up at a breakfast social. They draw a swarm of admirers and provide the opportunity for the owner to proudly show it off a bit. I remember at the last DVJC Executive Meeting how excited Tom was about the 2007 XK Coupe he had just purchased. The car was still with its owner in Ohio and Tom was hitching a ride out there with our treasurer. As I understand the story, the ride out went well and, despite heavy rain, the trip back to Ft. Washington was a "smile a mile." I had viewed the car on Hemmings and have to say, Well Bought Tom! According to Tom, the trip back in the rain was no big deal as this XK will be his daily driver. You know life is good when your daily driver is a Jaguar XK.

Parked in the center of the line of Jaguars, Tony's E-Type Coupe certainly drew some attention. It's an E-Type Coupe, what more can one say. Recognizing that all Jaguars are beautiful; the E-Type coupe to my mind tops the list. This is the car that Enzo Ferrari called "The most beautiful car ever made." Even his attempt to emulate it, the 250 GTO, falls short; and I really, really like the 250 GTO. The E-Type owners present and our new Concours Chief Judge gave it careful and admiring scrutiny outside, inside and under the bonnet. I was particularly taken by the deep richness of the Regency Red paint.

Jaguar Beauty comes in many forms. Beauty with a hint of the beast might well describe Ed Petrow's newest addition to our club roster and his stable. Lurking under that side vented British Racing Green bonnet are 510 supercharged horses and those twenty inch wheels are wrapped in thin, wide sticky rubber. This car leans heavily on the performance side of the "Art of Performance." Ed spent a long time looking for this car. I get that, but more about that later. It has a very unique black and saddle interior that just reeks of British charm and luxury. I must say, I had to wipe a bit of drool off of the door after I gazed inside. And then, of course, there was the sound. A subtle rumble as he parked it, but a very pleasing roar as the XKR made its way up Norristown Road after breakfast. I look forward seeing Ed's XKR at future driving events so I can, hopefully, drive behind it and enjoy the 510 horse chorus.

There is also another new addition to the jaguars in the club, but not present at breakfast (Max can only drive one Jaguar at a time). Max Sandler has a very pretty Titanium XK8 convertible. This cat even has a tag identifying it as a "Pretty Kitty." He has a great story about that tag. Ask him about it. He also has a black 2006 X-Type Estate which allows him to haul his keyboard and associated musical kit to gigs where he plays keyboard in "Just Add Water." He recently added another X-Type to his cattery. After searching for some time he found a very nice 2005 X-Type Sport Saloon in black over black. It is a rare, in the US,



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## Speaking of Things Jaguar - March 2020 (cont'd.)

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Sport model with a manual five-speed gearbox. The X-Type Sport Saloon sports a small spoiler on the boot, a Sport fascia and Recaro seats. If you have been a reader of the Purr for some time, you probably know that I have a soft spot for X-Types. I very much enjoy driving my wife Sue's X-Type Saloon. The X-Type has plenty of power from the 3.0 V-6, handles well, is comfortable, and has a very classic Jaguar look. I have to say I had a bit of envy when Max got his Estate. I always liked the look of what we Americans call the station wagon. That look in a Jaguar is one that works well. Now I am again somewhat envious of his "stick" X-Type. While it has the same number of horses as the automatic transmission version, it feels way more spirited. A modern Jaguar with three pedals, what could be better.....



So, a couple of Jaguars added to the DVJC roster after lengthy searches by their new owners. Like Wayne Carini of Chasing Classic Cars says "It's all in the Hunt." That may be the case, but finding what you are searching for and getting to enjoy it trumps the search I think. At least that was the case after my long search for my XKR a few years ago. As some of you are aware, I am on another search. It has been suggested by some that mine is a quest for a chameleon unicorn. I have been looking for a 2003/4 XK8/XKR Convertible. That in itself is somewhat of a challenge as Jaguar only built 4283 XK8 Convertibles and 2530 XKR Convertibles in those years combined and they all didn't land on North American shores. When you add the criteria of relatively low mileage and a couple of specific colors, the number of cars available on the market tends to dwindle significantly. It would also appear that most of the X-100s produced those two years were either black or silver; which are not colors I am interested in. So, most every night, after enjoying my "Bring a Trailer" daily email, I search the JCNA classifieds, Hemmings, Cars.com, Auto.com, Carfax.com, Cargurus.com, the Jaguar Forum, and several Jaguar specific dealer web sites. About once a week I visit the web sites of all of the JCNA clubs that have classified tabs on their web sites. Again as old Wayne says, "It's all in the Hunt". Well Wayne, I am enjoying the search.....

Last week as I was searching the interweb one even-

ing, a new listing surfaced on one of the sites. It had no picture and offered little or no information other than it was a 2003 XK8 and it was relatively local at a Ford dealer. So I quickly sent a message through the site asking if it was a convertible and of what color. I got an email the next morning directly from someone at the dealership who, of course, indicated that this car was generating a lot of interest. I was told it was a convertible and little else other than that. So, I gave the salesperson a call. When asked what color it was, she asked me to hold on while she asked the manager. Green was the answer. I said I might be interested, could she send me some pictures since she had my email address. She said she would as soon as the manager came in from taking them. Later that day I got five rather unprofessional shots.



From the photos, I could see that it was indeed not an XK8, but an XKR in Metallic British Racing Green. I also noticed what looked like a scuff on the right side of the front fascia. By reply email I inquired about the scuff and asked for pictures of all four corners. The reply, from the next level up (Business Development Manager), indicated more pictures would follow. She also acknowledged the scuff, but stressed that the car had not been through detail yet. Hmm... I decided to make the 90-minute drive, even if it turned out to be just a lunch outing. Sue and I arrived expecting the car to be sitting out front since they had given me a specific appointment time; it wasn't. At the front desk we were greeted with a "VIP" sign that had my name on it. However the person holding the sign did not seem to know why I was there. When I indicated I was there to see the Jaguar, no less than three sales men, almost in unison, said "the Jagwire!" and started asking me if I was familiar with "Jagwires." Ugh....I had entered the realm of the Salesmen Who Say Jagwire. I calmly quieted them down and told them that Jaguar does not have an "i" in it, but it does have a "u". Blank stares followed. I tried one more time and then gave up. The sloppily dressed "Chosen One", who appeared seemed to have recently completed car salesman 101, could not have been more annoyingly friendly and salesmanish. Not surprising at this point, he had no idea where the car was. After several inquiries he walked us out to the back lot, and there it



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## Speaking of Things Jaguar - March 2020 (cont'd.)

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was. Three times I was reminded on the walk to the cat..."It hasn't been through detail yet." It looked pretty good from thirty feet and ok from about twenty. Details started to surface around ten. The scuff on the right fascia had lots of friends all the way across the bottom to the other side. There was a scratch starting on the nose and continuing about a foot up the bonnet. Both bumperettes were cracked and one was broken. All four Hydra wheels with non-matching tires had extensive curb rash. Obviously the previous owner was a bit deficient in parking skills or subscribed to the "Park by Ear" philosophy. As I walked around to the left side, Sue was emphatically pointing to the scuff on the top and the hole in the middle of it. But, as I had been reminded, "it hasn't been through detail yet..." At that point our smooth salesman suggested we walk back to the showroom and he'd get the key and bring the car around. I could tell he was hopeful that the rest of the "Jagwire" guys had found the key by then. While waiting for the car to show up, Sue and I agreed the car didn't need a detailing; it needed a restoration. As we walked out to it, again it looked pretty nice from thirty feet or as Sue put it "It is a nice thirty footer".... I opened the boot first and pulled the tonneau cover out of the pouch. It pretty much matched the rest of the car, dirty and worn, then again..."it hasn't been through detail yet." The spare tire well and the battery compartment were both clean, but the set of jumper cables wrapped around the spare was not a comforting sight. When asked by the "Salesman Who Says Jagwire" what that box on the right panel was, I explained about the six CD changer. I think it was lost on him. I got in, started it up and released the bonnet. The supercharger was surprisingly quiet and the engine sounded good. At that point a discussion ensued about how we were going to take the test drive. The "Salesman Who Says Jagwire" indicated that he would just jump in the back seat.

Have you ever seen the back seat of an X-100 Jaguar? Legless dwarves would be uncomfortable back there. He kept saying "I'll just sit sideways." Did I mention that "Mr. Jagwire" was rather portly in stature? Sue and I just looked at him curiously. Then Sue said she didn't need to go. Whew, getting him into the back seat would have been like the prince trying to fit Cinderella's step sister's foot into the glass slipper; it just wasn't going to happen. As he got into the passenger seat I pushed the top lowering button and, to my surprise, the top went down very smoothly. There was a look of panic on "Mr. Jagwire's" face. I calmed him down by telling him I just want to make sure it operated properly and ran it back up. By this time I had already decided I was going to pass on the car, but wanted to give a thorough evaluation. With the engine now well warmed up, it was show time.

Despite the tired appearance of the XKR, all 400 ponies under the bonnet were awake and looking for some exercise. I didn't disappoint them and they didn't disappoint me either. As the slightly shaken "Mr. Jagwire" and I pulled up to the dealership he asked what I thought. I told him it was worth a number considerably lower than what they were asking. As I walked over to collect Sue, he made a bee line for the manager's office. At that point I realized he mistakenly thought that I had made an offer. As I ducked my head into the manager's office I could see that the manager was not pleased. He said "I've got a guy in Michigan who is really interested in this Jagwire." I walked away thinking "I'll bet it looks pretty good from Michigan". The search continues...

### Enjoy Your Jaguar!

Paul T

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### Cartoon from *The Jaguar's Purr*, June 1989



I give this marriage 4 hours.

This is the third installment in the series on my Series 2 E-type Jaguar renovation/restoration project. In parts 1 and 2, I have attempted to highlight some of the design and safety flaws with the E-type—notably, the problematic positioning of the gas tank, the low-mounted rear brake lights, and the archaic braking system. Here in part 3, I describe some completed and proposed upgrades in detail. I've intentionally focused on special refinements. The alterations I've made can be easily reversed if necessary. I've kept the body panels in their original shape, unaltered. If your vintage Jaguar is *to be (or not to be)* safe and reliable, it's your choice. Coincidentally, I seem to have the same philosophy toward modifying a Jaguar as Paul Turner, automotive journalist and editor of the British magazine *Jaguar World*. In the May 2014 issue of that magazine, Turner says, *"It's very easy when modifying someone else's work to go too far, to spoil the purity of the original rather than adding to it...Keep the modifications discreet, meaning the...character remains intact, yet beneath the repainted surface lies a highly effective and in many ways modern sports car."*

Inarguably, the E-type is a thing of beauty—perhaps one of the most written-about cars in existence. It's usually included in a list of the top 10 most influential cars ever made. But however beautiful, it's not perfect. Having owned three, I know the car inside and out. Even though it was on Sir William Lyons's design board for 5½ years, it still has some serious flaws and outdated components, which I've set about to remedy. Some unwavering purists might declare, "You're gilding the lily," to which I'd reply that if you're going to drive it safely 50 years on, these select improvements and upgrades are the order of the day.

Sometime last fall, Paul Trout, our prolific automotive journalist, suggested I write a piece on my E-type. I hesitated, noting that Paul can be a hard act to follow, but finally said I would. In his June 2019 column, he

reported on the cars showcased at the JCNA Concours held at Hope Lodge. He graciously mentioned my E-type. Here's a quote from his article: *"Jaguar sports cars are supposed to be fun. When I look at Kevin Fitzgerald's 1969 E-type OTS, I just think fun! While not authentic in the traditional Concours sense of the word, it is authentic fun! His beautiful E-type has a number of very tasteful modifications that a young man such as myself or Kevin might have applied to an E-type in the early seventies. In fact, the same items, generally acquired out of an AMCO catalog, graced my MGB in the day. Wire stone guards over the headlights, Stebro, Ansa, or Abarth free-flow exhaust, Lucas fog lights, racing mirrors, wood-rim Moto-lita steering wheel, wood or leather-wrapped shift knob, these were the things we spent our money on to make our sports cars unique in the day. Kevin's blue E-type genuinely captures the feeling of that era; and the matching hardtop is the cherry on the top. I just love that car for the feeling it evokes in me."*

Thanks, Paul. I couldn't have said it any better. And speaking of the 1960s, what an era it was. It began with the British invasion of cars and music. It began with the hope and promise of a new generation and ended, coincidentally, at the same time my E-type rolled off the assembly line in the summer of 69, when we witnessed the moon landing, Woodstock, and Helter Skelter all within weeks of each other.

Fifty years later, the car retains its revolutionary design. Malcolm Sayre, the styling designer, was in pursuit of an aerodynamic beast—one with the lowest drag coefficient he could muster in order to win Le Mans. Paradoxically, he attained its final sleek shape because form will always follow function. Beauty is not just some hypothetical construct. It's real and it's alive in the Jaguar E-type. And so it's that beautiful shape that must be preserved, however the car is showcased—either as a 100-point original specimen or as one entered in Driven Class, Historical Preservation Class, or (as I prefer)

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## The Green Lane Growler (continued)

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Special Modified Class (S2 Mod).

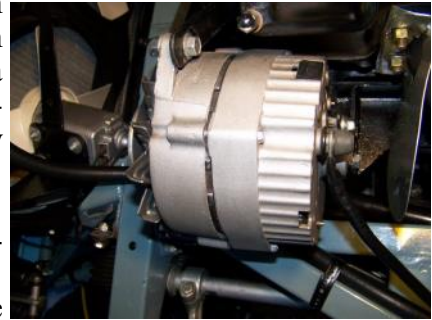
For a car to qualify for the S2 Mod division, it must have at least 40 (allowable) deduction points. With a wide variety of upgrades and improvement, I've achieved at last count 220 such points. I fully understand the desire for authenticity and originality, but these days there are more than 100 E-types worldwide that are considered 100-point cars. As an antique dealer for most of my life, I continue to be drawn instinctively to one-of-a-kind or rare specimens. With my unique car, I'm privileged to put my individual signature to it.

What Paul Trout described in his article related almost exclusively to the outward appearance of my car. Below I'll describe some of the upgrades made in the engine compartment.

**Carburetors:** When I purchased the car 3 years ago, a set of dual downdraft Weber carburetors had already replaced a pair of original Zenith-Stromburgs (which I still have). These are the 32/36 DGEV type with electric chokes. They exhibit excellent performance and trouble-free maintenance. As advertised, they work poorly on original stock (point-style) distributors and optimally on electronic distributors. I've gone to a Mallory distributor with a high-output spark coil. The XKs Unlimited website recently said: *"DGEV Weber carb conversions will not work on E-types as the frame rails do not provide enough clearance."* Apparently, the technician who installed these in my car used the appropriate extension that clears the frame rails, enabling them to work perfectly. There are plenty of E-types running around with triple DCOE Weber carburetors, but none that I can find sporting dual downdrafts.



**Alternator.** When purchased, the E-type's archaic 50-year old original 45-amp alternator had been scrapped in favor of a modern GM-Delco Remy brushless alternator that pulls 94 amps—twice the power and trouble free.



**Cooling system.** The cooling system in a 3.8- or 4.2-litre Jaguar engine has always been problematic and could be considered a design flaw. Jaguar C-types won Le Mans in 1951 and 1953. But all three of the C-type race cars entered in the 52 Le Mans were beset with cooling problems and had to retire early and lost. For Series 1 E-types, cooling was considered by many the car's Achilles heel. Cooling improved slightly with Series 2 E-types. However, in my previous E-type, an Old English white 1969, I headed off any potential overheating problem by installing an enlarged radiator core, retaining the original top and bottom tanks as well as the original shroud. In my present blue 1969 E-type, the old radiator was scrapped in favor of an expensive (\$900+), high-performance, increased-capacity, aluminum alloy radiator, manufactured by **Ron Davis** Racing Products (the best you can buy). The car stays cool on the hottest of days and the needle barely ventures into the normal zone.





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## The Green Lane Growler (continued)

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**Exhaust manifolds.** Of note, in the service manual, Jaguar refers to porcelain in the European sense as vitreous enamel. When purchasing the car 3 years ago, I lamented fact that the exhaust manifolds were in deplorable shape. So I immediately ordered a set of expensive gloss-black, spanking-new porcelain manifolds from an Ohio distributor whose name I shall never mention. I was instructed that if I followed the supplier's elaborate prescription for breaking them in, they'd last a long time. Sadly, sooner than 500 miles, cracks began to appear, along with that awful pinging sound when porcelain chips flew off the surface and landed all over the engine compartment. After many hours of research and telephoning supply companies, I concluded that no matter where you get manifolds, they're all pieces of junk. I then settled on a new type of heat-resistant coating that's guaranteed to resist cracking and chipping up to (believe it or not) 2,000 degrees F. The product is called Cerakote, which is supplied by Patriot Armory in Souderton, among other shops. The cost—just \$150 per pair; plus, they coated the inside. I chose semigloss black, called Cobra Black, because it more closely resembles the original porcelain gloss-black finish.

After a year-and-a-half, they're still in pristine shape. It was a great choice.



The reason porcelain doesn't hold up well (especially today) is because porcelain is brittle, with a coefficient of thermal expansion (CTE) of 4, whereas cast iron has a CTE of 10.8. At such a differential expansion rate, the bonding breaks down and causes cracking. Porcelain manifolds manufactured today

apparently will not degrade if the operating temperature doesn't exceed 750 degrees F. It just so happens the operating temperature of most exhaust systems ranges up to 1,350 degrees F. Iron expands more than brittle porcelain, leading to unwanted chipping and cracking. Some historical evidence suggests lead was used in the past formulas for applying porcelain over cast iron. We know that enamel cookware from the late 19<sup>th</sup> century contained lead. Lead found in porcelain-enameled glazes was intended as a bonding and pigmenting agent. Europeans for many years were obsessed with porcelain; it became a status symbol among the elite. William Lyons insisted his cars look pretty both inside and out; he demanded a luxury sports-car look. The U.S. Consumer Product Safety Commission banned lead in paint in 1977, but the U.K. didn't ban it until 1992. I suspect the lead additive was responsible for the durability of the porcelain coating over top of the older exhaust manifolds. In any case, don't waste your money on today's porcelain manifolds unless you have a 100-point car—a trailer queen you don't intend to run but just show.

In the fourth and final installment of this article, I will discuss what I've found to be the real culprit behind the E-type's brakes hanging up and sticking (a part costing 99 cents), the challenging work in progress for my roof-mounted, lightweight brake assembly, and the blueprinting of the independent rear suspension. Stay tuned...

Drive safely and stay healthy.

Kevin Fitzgerald

*Kevin Fitzgerald*

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## A Moment of Insanity, Hours of Frustration

By Brian Craig

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As a teenager I was a cadet in the Civil Air Patrol, an auxiliary of the United States Air Force. While on CAP activities cadets wore the Air Force uniform with distinctive Civil Air Patrol patches. During one of the activities I was with a group of fellow cadets on a public transit bus. Two of my colleagues were on the seat in front of me and one was talking loudly about his military experiences apparently trying to impress some female passengers as we all knew he had never had such experiences. His seat mate was holding a newspaper and tapped him on the shoulder while pointing to an article on the page. As the loudmouth was looking at the paper his seat mate leaned in close and, very quietly, said, "Shut the --- up!"

At a recent DVJC Board meeting Jim Sjoeren mentioned he had taken possession of quite a bit of inventory from Kurt Rappold's warehouse and home. As many of you know Kurt was a long-time president of DVJC and a member of DVJC since the late 60s or early 70s. In addition to the many things Kurt did for the club he kept many items of historic value to DVJC including past copies of *The Jaguar's Purr*. In a moment of insanity (a common experience for me apparently) I mentioned I'd be willing to take possession of those copies and add them to the *Purr* archives on the DVJC Web site. That comment resulted in Pauline giving me a look that quietly conveyed the same comment I reported above. In retrospect it's advice I should have heeded along with another piece of advice I was given while in the Army – never volunteer. Over the years I have been quite proficient at ignoring sage advice.

Like many members of DVJC Jim shares an affliction for volunteering and working for the benefit of DVJC. In addition to his official duties as club treasurer and Concours chairman he collects and stores items for the silent auction and helped collect and preserve the items from Kurt Rappold. I don't know where Jim keeps these items but I've been to Kurt's home and warehouse and I know a fraction of the items he kept would fill my home. Some time after the board meeting I contacted Jim and arranged to meet him at a Starbucks about halfway between his house and mine. There I had a very pleasant meeting with

him and his lovely wife Denise. After our enjoyable encounter we ambled out to the parking lot where Jim's car was parked next to mine. With a smile on his face he gave me three large kitty litter boxes and three magazine storage boxes filled with old copies of *The Jaguar's Purr*. Jim politely added this was a one-way exchange, he had no desire to recover these items.

Once the boxes were transferred to my home office I looked at this conglomeration and tried to come up with an action plan. Initially I thought I'd just pull out one copy of the newsletter, scan it, and then move on to the next one. I figured I could give them file names that could easily be sorted digitally. As I looked through the collection I realized there were a number of duplicate copies which could result in my unnecessarily scanning the same item twice. Change of plans, I sat down and sorted the newsletters by month and year with each year a separate pile. Looking back it was one of the few smart things I did.

There was one newsletter from June 1972. The next newsletter was from May 1989 and most of the copies after that with an occasional gap. I'm not sure if those gaps are times when a newsletter just wasn't published or they are missing. From 1989 through 2002 there were occasional issues that covered two months. Some of the missing months may just be issues included with another month and not noted on the cover.

From the earliest copy of the newsletter I have until October 2000 the newsletter was in a booklet form. While the pages were the standard 8 1/2 x 11 they were folded in booklet form that was 5 1/2 wide by 8 1/2 tall with a staple in the center. Mike Tate took over as editor of the newsletter in September 2000 and changed the format to full page for the October 2000 issue. Mike was also responsible for introducing the newsletter in electronic format so they could be distributed by email. Printing and mailing were a significant drain on the club's finances and the email option saved quite a bit of money. As a club we are trying to go to an all email distribution, but we still mail out nine copies a month. That doesn't sound like a lot but the extra \$10 a year for the mailed copy does not begin to cover the cost of producing and mailing the printed copies.

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## A Moment of Insanity, Hours of Frustration (continued)

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As the editor I am well aware of the effort involved in producing *The Jaguar's Purr* each month. My task is made easier by software (primarily Microsoft Word and Microsoft Publisher as well as Adobe Acrobat) and placing the printing and mailing responsibilities in the hands of Sir Speedy. In one of his columns Mike Tate noted *The Jaguar's Purr* took about a week of his time each month. Mike and editors previous to him would get the printed copies of the newsletter from the printer, staple them, fold them, affix the mailing labels and stamps, and mail them. Often that involved more than 200 copies. With that in mind I would like to acknowledge the past editors of *The Jaguar's Purr*:

May 1989 to December 1990	Bonnie Hall
March 1991 to April 1992	Cliff Hall
May 1992 to August 2000	Ron Klein
September 2000 to August 2005	Michael (Mike) Tate
August 2005 to April 2007	Steve and Betty Kress
May 2007 to October 2010	Michelle Meehan

I don't know quite how it happened, apparently another moment of insanity, but I took over as editor with the November 2010 issue. Sometime after doing that I read an article by another Jaguar Club editor. He had some wise advice for people taking on the task. First and foremost he recommended having a "viable exit strategy." I wish I had that information before taking on this assignment.

About halfway through the scanning process I was trying to analyze why I decided to do this. My best guess is that it had something to do with circumstances that influenced my life. During my time with the Philadelphia Police Department I worked my way up the management ladder. Along the way I met people I respected highly, both superiors and subordinates. One of my bosses impressed me with his continually upbeat attitude and his constantly encouraging his subordinates to say "Yes." He stressed that you often could accomplish a task with less energy than you would spend concentrating on why you couldn't do it. Another boss perpetually challenged people to do more with less. One time he asked (ordered) me to do a particularly difficult task with which I was unfamiliar. Several days later I

approached him and mentioned the obstacles and lack of resources. He smiled and said, "Anyone can do the job with more time, money and people." Having been so politely chided I returned to the task and completed it as directed. I have also been influenced by the "can do" attitude of so many members of DVJC from President Bill Beible to all the people who support him in his efforts to make the club an interesting and exciting experience. I try to be a participant in that upbeat atmosphere. Bill is responsible for the club's current Web site. As part of the initial design there was a place for the newsletter and archived copies. When presented with the information that older copies were available I just thought it was a natural progression to add them to the Web site.

I was also lulled into false sense of security by the lure of modern technology. My computer setup includes two all-in-one printers with scanners. I had a normal all-in-one that was quite adequate. Pauline took a trip to Italy and came back with some beautiful panoramic photos. She wanted one printed to be framed and displayed. I went out and purchased a wide format printer with scanner to accomplish the task. I used it to produce exactly two panoramic prints and have not used the capability since. Hence the redundant scanning capability. I was sure that between the two machines the scanning process would be relatively easy. How can a person be so consistently wrong?

I digress.

With the newsletters now neatly sorted the process could start.

First I had to take the old booklet newsletters and unfold them so they would be a flat 8 ½ x 11, a relatively easy chore. Then the staples had to be removed from the center of the booklet. This was a somewhat tedious and tiresome task depending on the thickness of the booklet and how tightly the staples were. Those that were particularly snug often required a two-stage removal process. First the staple would have to be loosened on the inside of the booklet then the staple could be grasped from the outside of the booklet and removed. Then came the issues assembled by Mike



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## A Moment of Insanity, Hours of Frustration (continued)

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Tate. Apparently he was not satisfied with the normal stapler so he apparently obtained an industrial strength stapler with aviation grade, high strength staples totally impervious to attempts to reshape them. While removal of the snug staples sometimes resulted in mutilation of the newsletter these staples also resulted in the mutilation of my fingers in the process. While Mike continued to use these same staples for the full-page newsletters at least there was only one staple per issue and it was in a corner making it somewhat easier to access. I should probably have purchased an industrial grade staple remover. Instead I resorted to my antique staple remover and various hand tools from my garage.

The vast majority of the newsletters I scanned were printed on both sides of the page. No problem. Both of my scanners had duplex scanning capabilities. All I had to do was place the document in the automatic feeder tray, activate the software and hit Scan. Right.

I knew from past experience that the holes left from removed staples could cause the pages to stick together so before I placed the pages in the feeder I carefully separated all the pages. Starting with the very first issue, the June 1972 issue, the scanner conspired to test my patience and endurance. Almost every newsletter consisted of eight or more pages to be scanned. I would confidently place the pages in the feeder tray, hit Scan, and wait for the process to complete. The scanner would then lull me into a false sense of security by processing the first seven pages and then jam on the eighth page or send me an error message. Frustrated I decided to try scanner #2. This one would process four pages and then just sit there idle with a message "Scanning" on the screen. After several attempts I totally abandoned scanner #2 and decided to have it out with scanner #1.

Thinking the misfeed was due to some defect in the surface of the pages I carefully smoothed each page, concentrating on the staple holes and the creases where the booklet had been folded, and tried again. Seven pages later the scanner again misfed. Okay, plan B.

Next I placed a single page in the scanner and started the process. I would not feed in the next page until the previous page was almost com-

plete. Initially this seemed like it would lead to success but the scanner was much more diabolical. As part of the duplex scanning process the scanner would feed the page through to the output tray keeping a small portion of the page in the roller. It would then drag the sheet through to copy the second side. While doing this it would wait until about the sixth sheet had been completed and then the sheet being returned to the roller would somehow grab the previous page and drag it along thus placing two pages in the transport mechanism and jam the machine. I could feel the pressure building in my head. On to plan C.

The new procedure involved placing a page in the document feeder, waiting until the scan was complete, removing the sheet from the receiving tray and inserting the next sheet. For the most part this was working but there were some glitches. Since the newsletters were old, had apparently been read and then stored in the boxes there were some issues. Some of the pages were torn, others were dogeared, some were irregularly creased, and there were those that had been mutilated in the staple removing process. These pages would inevitably disrupt the scanning process and I would have to start over. However, I was making progress.

The covers of the older *Purrs* were often a thicker stock of paper than the rest of the issue. Some of them were a light cardboard quality. Some later issues had cardboard covers that were bullet proof and resisted any attempt to go through the document feeder. No amount of coaxing or pleading would resolve the issue. The first time this happened I was well along in the process and my tolerance was wearing thin. When my every effort to best the document feeder failed I seriously considered throwing the entire machine out the window and following it. I soon realized that would only result in poor Pauline having to clean up a mess in the side yard, an unexpected medical bill, a large hole in the side of the house letting in all the cold air, and replacement of the window and printer. Now I had to resort to plan D.

The new process had me placing the super strength newsletter cover directly on the flatbed of the scanner and hitting Scan. I would then have to open the lid, turn the page over and again hit Scan. Once this was done the software would not recognize the automatic document feed so

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## A Moment of Insanity, Hours of Frustration (continued)

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every page had to be individually placed on the flatbed scanner. On several occasions around the fifth or sixth page I couldn't remember if I'd scanned both sides of the page. That's when I discovered not every issue of *The Purr* had page numbers. Pauline was getting ever so close to having to clean up the side yard.

Fortunately I have been saving electronic copies of *The Purr* since about 2005. Once I got all the previous copies scanned in, the rest of the work was less frustrating although somewhat tedious. Because the scanning orientation was set to portrait mode, the old booklet style newsletters were mostly sideways when viewed with a PDF reader. I have software that automatically changes the orientation of a page based on the direction of the text. I used it to correct the orientation on most of the old newsletters although there are pages where one side is horizontal, and one is vertical. I don't have the energy or desire to correct that page by page so it is what it is. Additionally, because of the way the booklet newsletters were constructed the scanned pages are not necessarily in order. In the issues that don't have page numbers you may have to hunt around to read the stories and columns.

I now had the newsletters on my computer in folders by year and filenames showing the year and month of publication. It was time to get the documents onto the Web site.

The process to place an archived issue of *The Jaguar's Purr* on the Web site is pretty straight forward. It involves uploading the document for the site's media storage, reading the URL for the file, placing a name on the *The Jaguar's Purr* page and then linking the name to the URL. While not as frustrating as the scanning process it had to be done individually for every issue be-

tween June 1972 and January 2015. After January 2015 the issues were already in the archives. In the process of scanning these old newsletters I tried to read some of the content. With the constant jamming and malfunctions I didn't do as much as I would have liked. I did, however, learn some things along the way:

- On occasion Jaguars don't function properly or stop functioning entirely.
- Generally speaking Jaguar owners are less than impressed with Lucas components.
- DVJC used to have an event called the Concourse, very much like our current Concours.
- The home of Steve and Betty Kress was DVJC central for many events and activities.
- DVJC has been a very active club for a long time.
- DVJC has been blessed with many talented and committed members.
- There are some very amusing and entertaining articles and columns in these pages.
- The technical expertise of some DVJC members is truly amazing.

My thanks to Pauline who put up with me during this project. She has since told me she will no longer bring my meals to the office or put up with my banshee like screams of frustration.

In order to read *The Jaguar's Purr* archives you must be signed on to the DVJC Web site as a member. If you don't currently have a log on for the site you can create one by going to [https://delvaljaguarclub.com/rm\\_login/](https://delvaljaguarclub.com/rm_login/) and click on "Click here to register." Once you register the club will be notified. You will then be checked to insure you are a current member after which time your profile will be amended to show you are an active member and you will be able to access the member areas of the Web site.

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## Welcome New Members

Shawn Lee  
Norwood, PA

Daniel & Jane Wills  
Kennett Square, PA

David & Sheila Pickering  
Hockessin, DE

Robert Hahn  
Pitman, NJ

# NORTHEAST RALLY CLUB

## PUMPKIN RUN 2020

P. O. BX 547, MILLSBORO, DE 19966

APRIL 24 – 25 -26, 2020

CLASS      CHAMPION      PRO      SOP      ROOKIE

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

\*DRIVER \_\_\_\_\_ Phone # \_\_\_\_\_

ADDRESS \_\_\_\_\_

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

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

\*NAVIGATOR \_\_\_\_\_ Phone # \_\_\_\_\_

ADDRESS \_\_\_\_\_

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

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

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

### PROOF OF INSURANCE MUST BE ATTACHED

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

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

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



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

**\$400** entry form, payment and insurance received by **April 10, 2020** \$\_\_\_\_\_

**\$425** entry form, payment and insurance received after **April 10, 2020** \$\_\_\_\_\_

(Entry fee covers all meals for drivers and navigators)

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

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

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

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

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

**MAIL CHECK AND INSURANCE TO:**

**BOB BRYAN, P. O. BOX 547, MILLSBORO, DE 19966**

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

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

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

**HOTEL INFORMATION**

A limited number of rooms are available at the TRU by Hilton in Georgetown (302-515-2100). For group rates you must reserve by March 28<sup>th</sup>.

**IMPORTANT:** Please indicate if you want to join us for a no-host dinner on Thursday night at the Blue Water Grill in Millsboro and how many in your group. Yes and there will be \_\_\_\_\_ in our group – No we will not be at the dinner.

**For rally questions, contact Bob Bryan 302.934.1246 or email  
rhb19966@verizon.net**

# 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](mailto:rocostello1@verizon.net).  
Price \$86000.



## 1986 Jaguar XJ6 Sedan

Location: Jenkintown, Pa Mileage: 30,000 Condition: Good Exterior: Burgundy Interior: Beige Leather  
**Purchase Price: \$10,000 AS IS**



**Seller's Description:** 1986 Jaguar XJ6 Series III for sale! When one thinks of Jaguar you can't help but associate performance and luxury being in the same machine and this car is a clear display on how this is executed. This 4-door sedan is a very fine example as it has been very well kept and maintained over the years. This One owner Jaguar has 30,000 miles on the clock which leaves plenty of life left in this car to enjoy! Powering this awesome machine is its original 4.2L inline-six engine. The burgundy paint is in great condition and pairs very well with the tan/beige interior that shows very well also. Other options on this Jaguar include A/C power brakes, power steering, power locks, power windows, power sunroof, power mirrors and more!



Please contact Janie Gregory for more information #267-767-6694

## 1990 XJS



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## 2002 X Type Jaguar



SAJEA51C32WC08113, Located in Royersford, \$5,000 obo

69,000 miles, Vehicle Report Available-no issues, Garage Kept, Maintained

Inspected till 8/2020, Blue/Green Depending on light  
Please call Lou 267-218-5748



*Let's spend a few days together "Down the Shore"*

♪ *On the Way to Cape May,...* ♪



**The weather is wonderful at the Jersey Shore in late September.**

**A mix of group events and free time is being planned.**

**Tuesday September 29 through Thursday October 1, 2020 (2 nights).**

We will begin our scenic drive at the historic Lucy the Elephant in Margate around 10 AM Tuesday and drive to Cape May through the towns named in the familiar song.

Alex and Teri Giacobetti have invited us for lunch that day at their home in Avalon.

Info to follow as the schedule is developed this summer.

Our hotel will be the oceanfront Montreal Beach Resort.

<https://www.montrealbeachresort.com/>

609-884-7011

*Hotel rooms are still in high demand at this time of year. As such, no "room blocks" are available so you must **reserve a room now** if you plan to (or are considering) join other club members for this event. They have a variety of room types and rates available now on a "**First Come, First Served**" basis.*



**\*\*\*As of January 30, only thirty rooms remain available.\*\*\***

- Deposit for one night required at time of reservation.
- Cancellations more than 14 days prior to reservation – hotel retains 20% service charge from deposit.
- Cancellations 14 or fewer days prior – no refunds.
- No “minimum night stay” restrictions for weekday reservations.

Reservations can be made online or by calling the hotel.

Off-season office hours are 9 AM to 4 PM Monday through Friday.

**So that I can maintain a count of participants, please advise me by email when you have made your reservation.**

Feel free to call or email with any questions - Bill Beible,  
[bill.beible@gmail.com](mailto:bill.beible@gmail.com), 610-223-1051.



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# Delaware Valley Jaguar Club Breakfast Socials

**March 15, 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](mailto:pawlym@aol.com))  
SO THAT WE CAN GIVE A HEAD-COUNT TO THE RESTAURANT.**

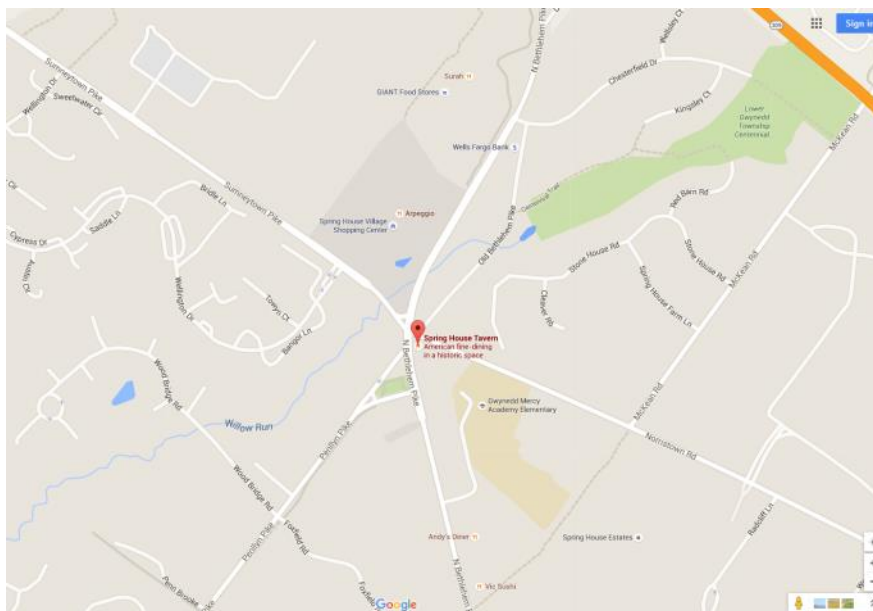
## **Driving directions from the Pennsylvania Turnpike:**

**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](mailto:pawlym@aol.com)*





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**PREVIEW GALA  
DINNER**

**FRIDAY APRIL 24<sup>TH</sup>, 2020**

**6:00 TO 10:00PM**

**DINNER, DRINKS, SILENT AUCTION  
AND GUEST SPEAKERS**

**CONCOURS  
D'ELEGANCE**

**SATURDAY APRIL 25<sup>TH</sup>, 2020**

**10:00AM UNTIL 3:00PM**

**CAR COMPETITION  
& CAR CORRAL  
RAIN OR SHINE**

**FORMER EAGLES COACH  
DICK VERMEIL IN ATTENDANCE**



*photography by Michael Furman*

**APRIL 24<sup>TH</sup> & 25<sup>TH</sup>  
SIMEONE AUTOMOTIVE MUSEUM  
PHILADELPHIA, PA**

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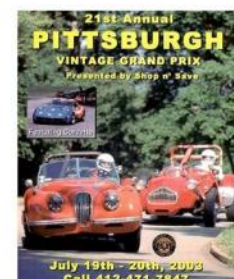
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# Delaware Valley Jaguar Club

**Check one:** ☐ **Member Profile Update** ☐ **Renewal**

☐ **Application for Membership**

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

Member Name:

--	--	--

*Last*

*First*

*M.I.*

JCNA Number:

Renewing or  
previous members

--

Address:


*Street Address*

*Apartment/Unit #*

--	--	--

*City*

*State*

*ZIP Code*

Phone 1:

--

Phone 2:

--

Email:

--

Occupation  
(optional):

--

Retired?

--

Co-Member  
Name:

--	--	--

*Last*

*First*

*M.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

[illegible]

## Emergency Contact Information

Full Name:

<i>Last</i>	<i>First</i>	<i>M.I.</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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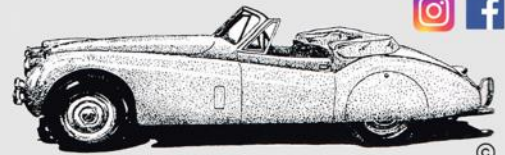
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THE JAGUAR'S PURR BY THE DELAWARE  
VALLEY JAGUAR CLUB

Editor : Pauline and Brian Craig  
323 lodge Road  
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