
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB

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October 2020

We Remember DVJC Founder



This issue of *The Jaguar's Purr* is dedicated to our club founder, Frank Weikel. He was the first club president and, along with his wife Grace, planted the seed that became the Delaware Valley Jaguar Club. Frank passed away at his home in Cyprus on August 29th. Paul Trout pays tribute to Frank in his *Speaking of Things Jaguar* column starting on page 11.

DVJC 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 [by clicking here](#) or see pages 33 & 34..

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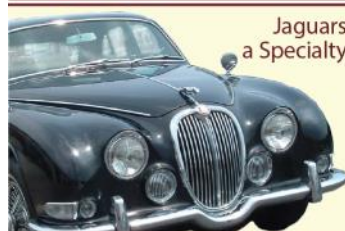
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DVJC OFFICERS INFORMATION

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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

October 17, 2020

(This event is sold out!)

America's British Reliability Run

Starting at the Yardley Inn, Yardley, PA

Contact: <http://www.britishreliability.org/home-pa>

Or David or Ruth Kane, RNDKANE@COMCAST.NET 484-883-9322

October 18, 2020

Sunday Breakfast at Fort Washington State Park

Fort Washington State Park Entrance

6250 Joshua Road, Fort Washington, PA

[Click here](#) for more information or contact Tom Shaner at directors@delvaljaguarclub.com

October 24, 2020

Duplicate America's British Reliability Run

Starting at the Yardley Inn, Yardley, PA

Contact: <http://www.britishreliability.org/home-pa>

Or David or Ruth Kane, RNDKANE@COMCAST.NET 484-883-9322

October 23–25, 2020

(Cancelled)

Pumpkin Run Rally

Millsboro Volunteer Fire Co., Millsboro, DE

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

November 7, 2020

9:00 a.m.—2:00 p.m.

DVJC at the Classic Auto Mall

6180 Morgantown Road, Morgantown, PA

Additional details coming. [Click here](#) for info.

November 15, 2020

10:00 A.M.

RSVP required - seating is limited due to social distancing

DVJC Breakfast Social

Spring House Tavern, 1032 Bethlehem Pike,

Spring House, PA 19477

For more information [click here](#) or contact

Paul Merluzzi pawlym@aol.com

Rescheduled to

September 28, 2021 to

September 30, 2021

Jaguars at the Jersey Shore

Cape May and South New Jersey

Contact: <https://delvaljaguarclub.com/> or Bill Beible at

bill.beible@gmail.com



Your Monthly Bill *October 2020*

GETTING BACK TO NORMAL – ONE STEP AT A TIME



Twenty DVJC members and one guest enjoyed our return to the Spring House Tavern for our Sunday Breakfast after a seven-month long hiatus. The weather was perfect and the restaurant staff was accommodating, as they always are. We had the pleasure of welcoming two new members, Tim Duckett and Milan Moncilovich, to their first event. As we are all acutely aware, four months passed before we cautiously resumed our events, the first of which was the Flash Drive on what was normally Concours weekend. Through August, four more outdoor events were held. On October 18 we will reprise the successful [BYO Breakfast at Fort Washington State Park](#). Tom Shaner and Mike Wolf have guaranteed a beautiful fall morning. Mark your calendars now!

In addition to Milan and Tim and their wives, we welcome thirteen others who have joined our club since April of this year.. As I do, I know you look forward to meeting them soon. During a phone call a few days ago, one of these new members told me he learned about our club as the result of Kevin Fitzgerald placing one of our club business cards on his windscreen at a cars and coffee event. [Contact Paul Trout](#) if you need cards. Everyone can do his or her part to market our club using this easy

method.

Again, this month, the literary talent of DVJC members is exhibited in the Purr. The response to our request for a variety of member articles has been gratifying. These articles are a great vehicle for us to easily learn more about each other and add interest to the Purr. Thanks to everyone who has contributed thus far. For those of you who haven't yet shared your stories, please dust off your best high school English and submit your pieces to the Purr editor, [Brian Craig](#).



Ann Perry, a member since 1997, has submitted her resignation as Director of Membership after nearly fourteen years' service in that position and as a member of the Board of Directors. Ann will continue as an active club member, Concours judge and willing volunteer. We all owe Ann a sincere "thank you" for a job well done!



The administrative workload associated with membership administration has been significantly reduced by our website and online payments using PayPal. That has enabled consolidation of the remaining duties between Brian Craig, our webmaster, and Jim Sjoreen, our treasurer. In turn, this facilitated changing the role of the Membership Director from "paperwork" to maintaining and strengthening relations with current members and attracting and recruiting new members, both of which are essential to continuing as a



healthy, vibrant club. This is a great opportunity to use your energy and creativity to contribute to the health and longevity of your club. I assure you that whoever is elected to this key position will not be on an island but will be part of a team of people all working together toward the same objective. A complete description of duties is on page 9. Feel free to contact Paul Merluzzi or me with any questions you may have. Please thoughtfully consider placing your name in nomination for Membership Director.

Do not be distracted by this year's presidential and congressional elections! We are also in the thick of the bi-annual election of officers and directors for DVJC. We will be conducting this election electronically. Procedures for online voting will be forthcoming when balloting begins. According to the schedule posted on page 7 in *The Purr*, the nominating period is from now through November 20. Please step forward and volunteer your time and talents.

Speaking of the board of directors, our next meeting is October 14 at 7:00PM – using WebEx video conferencing. Meetings are open to all DVJC members so, if you would like to observe or participate, please [send me an email](#). I will send you a link to join the meeting.

[Classified ads can now be placed online through the DVJC website](#) by members and non-members. Now, in addition to publication in the *Purr*, all classified ads are also [posted on our website](#). There is no cost to DVJC members for classified ads.

Have a Jaguar kind of fall season and make a point of joining your fellow members at the outdoor BYO Breakfast on October 18.

Bill

Welcome New Members

We would like to welcome our new members who have joined since April.

Phila & Janet Remig
North Wales, PA

Bob & Alison Fanelli
Newtown Square, PA

Daryl & Belinda Bailey, Jr.
Emmaus, PA

Milan & Stephanie Moncilovich
Drexel Hill, PA

Samuil Vaishnani
Stratford, NJ

Francis & Marianna Mirabello
Haverford, PA

Timothy Duckett
Ambler, PA

Reginald Swygert &
Deborah Wright-Swygert
Philadelphia, PA

Andrew & Dayna Funk
Bensalem, PA



In “Your Monthly Bill” in the September Purr, the dilemma regarding the bi-annual election for Officers and Directors was identified. Uncertainty regarding our ability to conduct an in-person meeting in December puts the traditional nominating and voting procedure in jeopardy. As written, our DVJC By Laws include only in person voting, either by voice vote or “show of hands” if the voice vote is not decisive.

The choice before us is to either follow the procedure in the By Laws and risk delaying the election beyond the specified two-year terms if we can’t hold the meeting or complete the voting on time by using a method that is not consistent with the By Laws. Your board of directors has decided that the better option is to conform to the timeline in the By Laws and use an electronic method to conduct the vote.

Elections for two-year terms of Officers and Directors will follow this process:

Steps	Method/Timing
Solicit candidates	10/01 - Purr and website
Publish preliminary candidate list	11/01 - Purr and website
Solicit final nominations	11/20 - End of nominating period
Publish final candidate list Begin voting period	12/01 - Purr and electronic (website)
End voting period	12/10 - Deadline for electronic vote completion

Specific instructions for electronic voting will be communicated when the voting period begins.

DVJC Solicitation for Nominations

Dear DVJC Members:

ELECTION

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

President, Bill Beible
Vice President, Paul Trout
Treasurer, Jim Sjoreen
Secretary, Greg Morrison
Membership Director, **OPEN**
Director, Mike Wolf
Director, Tom Shaner

If you wish to run or nominate someone for any of the positions listed above, please contact Paul Merluzzi at pawlym@aol.com by 11/20/2020, as indicated in the table on page 7. Though you may feel that running against an incumbent is a challenge, putting your hat in the ring will give you exposure to club members on this election cycle.

MEMBERSHIP DIRECTOR (New Position Description)

In the past, this position was mostly administrative - maintaining the list of members and keeping track of dues payments, etc. We have decided to change things a bit, especially with the increasing number of dues payments made via the website. Brian Craig and Jim Sjoreen, through their duties as member data base manager and treasurer, will fully assume the administrative duties. The Membership Director will now become more of a marketing position - creating ways to recruit new members, including young members (the holy grail).

The problems we face are:

1. People who buy new Jags are not interested in the club because they think that we are a bunch of tinkers who work on old cars (certainly true to a certain extent).
 - * One of the goals I set for my presidency was to make the club more "social" with the hopes of a) getting current members more involved and b) making the club attractive to new members. I believe we succeeded with (a), but not (b).
2. Jaguar's rich history and reputation as a prestige marque has faded somewhat in the past decade or so. Most people buy Jaguars as another 4-wheeler to get them from point A to point B and don't care about (or even know about) LeMans in the 1950's, IMSA & Sportscar Racing in the 1980's/1990's, Formula 1 in the 2000's.
3. Jaguar is not currently involved in top-of-the-line racing except for Formula-E, which gets almost no press despite the fact that most of the world's top-of-the-line manufacturers are participating.

This job's major task will be to define and focus on a population (maybe made up of 2 or 3 sub-populations) of likely club members, then develop a strategy to **define and publicize something of value** to the population(s). A position description is on page 9.

SCHEDULE FOR NOMINATIONS AND VOTING See page 7.



Delaware Valley Jaguar Club

DVJC Membership Director

1. **Responsibilities**

The responsibilities of the DVJC Membership Director include:

- Maintaining and strengthening relationships with current members.
- Attracting and recruiting new members.

DVJC, like other similar clubs, faces several problems in meeting these responsibilities, including:

- New Jaguar owners show little interest in the club because they think the club is a bunch of tinkerers who work on old cars (true to a certain extent, but not a complete definition of the club).
- Over the past six years, the club has become more "social" by design - with the objectives of:
 - Getting current members more involved.
 - Making the club attractive to new members.We have succeeded with the first objective, but not the second.
- Jaguar's rich history and reputation as a prestige marque has faded somewhat in the past decade or so. Most people buy Jaguars as another 4-wheeler to get them from point A to point B and don't care about (or even know about) LeMans in the 1950's, IMSA in the 1980's/1990's, Formula 1 in the 2000's.
- Currently Jaguar is not involved in top-of-the-line racing except for Formula-E, which gets almost no press despite the fact that most of the world's top-of-the-line manufacturers are participating.

This job's major task will be to define and focus on a population of likely club members, then develop a strategy to provide and publicize something of value to that population.

2. **Maintaining and Strengthening Relationships with Current Members:**

- New/first year members
 - What attracted you to the club; technical, social, both?
 - What value do you see the club providing?
 - Thus far, how has your experience aligned with the above?
 - What would make your membership more meaningful?
- Longer term members
 - What's being done well?
 - What value do you see the club providing?
 - What would make the club more meaningful to you?

3. **Attracting New Members:**

- Reach a broader group of prospective members through proactive marketing and promotion.
 - Effective social media utilization.
 - Identify community and charitable activities where DVJC participation would be mutually beneficial.
 - Publicity through traditional channels (newspaper, radio, magazines, etc.).
 - Promotion at other car club events.
 - Targeted (paid?) online advertising.
- Develop and distribute membership information and literature; provide website links and other references to electronic media.
- Contact/follow up with prospective members including referrals from JCNA.
- Recommend ways to attract owners and enthusiasts from the next "rising demographic" segment by repositioning the club and associated messaging.

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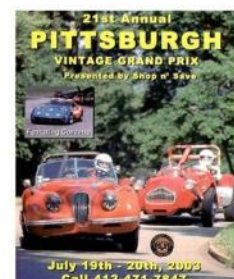
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Speaking of Things Jaguar - October 2020

By Paul Trout

He was just a guy with an XK150

A number of members, and I hope a few more to follow, have shared their stories of what drew them to the Jaguar Marque. One common theme has been how they were smitten by the seductive beauty of Jaguar cars which ultimately lead to the joy of Jaguar ownership. Not only the joy of owning the embodiment of “The Art of Performance”, but also the enjoyment of spending time with their DVJC Jaguar friends. In the pre-COVID days DVJC events offered not only an opportunity to proudly display our cars and catch up with our friends, but also the chance to share stories of experiences with our Jaguars; the good, the bad and the ugly...

Frank Weikel, founder of the Delaware Valley Jaguar Club, first president of the club and friend to many of us, passed away peacefully on August 29th at his home on the island of Cyprus. Frank was a great story teller and he shared the one about the founding of our club when he was honored at our 50th anniversary celebration. I thought it fitting that I share that story with the membership in remembrance of Frank.

How did the Delaware Valley Jaguar Club come about? Here is Frank’s story of how the Korean War, the United States Air force, Alfred Hitchcock, RCA, and the Pennsylvania Railroad helped create the Delaware Valley Jaguar Club.

Back in 1951 Frank was about 21, in the Air Force, and stationed at Scott Air Force base repairing and maintaining the radios on B-29 Superfortress bombers and F-86 Sabre jet fighter planes. As one of the few airmen to have a car on base (a 1942 Chevy), Frank was a pretty popular guy.



One evening, he and a buddy drove over to St. Louis to see a movie. Frank recalled it was the Hitchcock thriller “Strangers on a Train.” On the way back to the car they passed a closed, but still brightly lit showroom. On the other side of the large plate windows were two of the most magnificent cars he had ever seen. He didn’t know what they were, but he knew they were beautiful, and he was smitten. An unidentified seed had been planted.... Later he learned that he had been feasting his eyes upon Jaguars. One was a Mk VII and the other was the pride of William Lyons, an XK120. Now mind you, these were new cars in 1951 and for a guy who worked around F-86 Sabre Jets, the XK120 was about the closest thing with wheels.

In 1955 when he returned to civilian life, Frank leveraged his military training and went to work for RCA writing technical manuals and later advanced to writing and directing documentary films for the RCA Defense Electronics Systems Division. This move was to later have an impact on his Jaguar Journey.

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



Living in Chester County, PA and working at RCA in Camden NJ involved a pretty serious commute. In 1962 with gas prices creeping up over 30 cents he decided his gas guzzling 1957 Buick with a straight eight was in need of a more economical replacement. So, the in-line eight got traded for a brand new flat six powered Corvair at a GM dealer near the Main Line rail station. Buying at this dealership would allow for an easy public transit commute if the car needed service. In February of 1963 the Corvair required some service at the dealer, so it was dropped off and the commute was made on the train. Returning that evening, as fate would have it, Frank was seated on the right side of the commuter car. Had he been sitting on the left things might have turned out differently for us, because he would not have seen the shiny black XK150 Jaguar in the back of the dealer's used car lot.



The seduction of those alluring, beautiful Jaguar's behind that plate glass window in St. Louis a decade ago filled his head. When he inquired about the Jaguar, the salesman indicated he'd just taken it in trade for a new Corvette (given the timeframe it might well have been a split window Stingray Coupe). Since it was a Chevy dealer with little interest in imported cars, the asking price was \$2500. Now if Frank were telling this story himself he would pause here to let you ponder a low mileage original XK150 for \$2500 and, as he would put it, "dry your tears"... Being a responsible family man, he drove the Corvair home. The seductive allure must have caused a restless night because he was back the next day and took a test drive. That did it! He was smitten again. He had to have that car! He was leaving in the next couple of days on a business trip to Greenland, so he made an offer and picked up the XK150 upon his return. And that is Frank Weikel's story of how he came to own his first Jaguar.

Shortly after acquiring the XK150, an RCA assignment to film progress on the construction of a ballistic missile early warning site landed Frank in Yorkshire, UK. Of course there were many more Jaguars on the roads than there were back home. While paging through a motoring magazine in a hotel lobby he noticed a reference to the Jaguar Drivers Club, based in London. Upon his return home he joined the Jaguar Drivers Club and began contributing articles to their monthly magazine. Impressed with his interest and the articles, the Jaguar Drivers Club appointed him their US representative. The title came with little direction and no defined responsibilities. He made contact with the few Jaguar Driver Club members scattered across the country to test interest in organizing a US chapter, but there was little to be found. However, Jaguar Cars in Coventry took notice of Frank's efforts to organize and penned a letter to the Jaguar Drivers Club suggesting "Mr. Weikel's activities not be encouraged." So much for Jaguar's support of clubs in those days. The appointment as US representative was duly rescinded by the Jaguar Drivers Club.

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

Shortly after that Frank discovered there actually was a Jaguar club in the US, in fact several that were affiliated with an organization known as Jaguar Clubs of North America. Of the few clubs that were part of JCNA at the time, only two were on the east coast; one in New York and the other in Washington DC. Sensing there might be enough interested Jaguar owners in the area to fill the geographic void between New York and Washington, Frank began making contacts. There were indeed some who were interested!



In September of 1965, Frank and a handful of local Jaguar enthusiasts met with representatives of both JCNA and Jaguar Cars, Inc. to officially form the Philadelphia division of Jaguar Clubs of North America. Thus, under its original name, our club was born.

Getting a club established was one thing, growing it and making it meaningful to its members was another. Frank and his wife Grace worked tirelessly toward that goal.



The club's first newsletter "The Scratching Post", a single page, was launched and distributed to known Jaguar owners swelling the membership to 45 in short order. The first club event was held in March of 1966; a motoring trip to Gross Highland Winery followed by dinner at Historic Smithville Village. By the end of 1966 the membership had swelled to 65 members from well beyond the boundaries of Philadelphia. A decision was made to rename the club the Delaware Valley Jaguar Club. In 1968 with a membership in excess of 100 the club was officially incorporated into JCNA as the Delaware Valley Jaguar Club. All of this due to the efforts of, as Frank tells it, "a guy with an XK150 who came along at the right time and place to get a Jaguar club established here in southeastern Pennsylvania". We are all certainly grateful to Frank for that.

Frank continued as president of DVJC until 1972 when a promotion required a move to Indianapolis, IN. At this point he was in possession of two Jaguars, the XK150 and a Mk II sedan.



During the next 35 years several Jaguars would move in and out of Frank's stewardship including a 3.8 sedan and a Series 1 XJ6 that in 1979 earned a JCNA North American Concours Championship.

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



Through various work related moves Frank remained active in the local Jaguar clubs wherever he lived, organizing several Jaguar club visits to the UK where they participated in Jaguar Drivers Club events. His last Jaguar, a 1986 Series III Vanden Plas, proudly wore the badges of all of the clubs that were fortunate enough to claim his membership; the Los Angeles Jaguar Owners Club, the British Jaguar Drivers Club, the Sacramento Jaguar Club, and of course the Delaware Valley Jaguar Club.



A couple of years ago, as I was doing research to document some of our club's history, I began occasional correspondences with Frank via Email. His dry wit and charming sense of humor were often quite evident. So, with that in mind, I'd also like to share a wonderful Christmas story from Frank that appeared in the December 2013 issue of the Purr.

The Blizzard of '66

(George Washington Would Have Been Proud . . .) by Frank Weikel

Our family is big on Tradition. Especially at Christmas. That's why "going to Gram's house" on Christmas Eve was more than a pleasant idea: It was an obsession. We simply *had* to go. The whole family would be there, to exchange gifts and holiday cheer. Most of the family was nearby, clustered around a little town in the hills of Chester County, Pennsylvania. We were the outlanders, living all of 40 miles away, in New Jersey. No problem — it was an easy, one-hour drive through Philadelphia, up the Schuylkill Expressway, then a pleasant ramble through Valley Forge Park, and we were there.

Easy?? Pleasant?? Not on Christmas Eve, 1966!! The day dawned bleak and gray. Forecasters muttered ominous warnings of "the worst blizzard in years," heading our way.

No matter. We're going to Gram's, and *that's that*. What's more, we're returning the same night, because Tradition also demands that we celebrate Christmas Day in our own home.

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

In those happy days, our total stable of cars consisted of two Jaguars: an XK-150 drop head (“convertible”) coupe, and a 3.4 Mark II sedan with manual transmission — an interesting car, originally sold in Paris, France, with factory-installed amber fog lights, required for night driving in France.

So it was over the river and through the woods, to Grandmother's house we went, in the Mark II — all five of us. Mama in her kerchief, and I in my cap — and the children all nestled (stuffed) in the back — all three of them.

Before setting out on this expedition, I had the good sense to have a pair of oversized, cleated snow tires put on the Jaguar. They were so big, the fender skirts wouldn't fit, and had to be left at home — just as well, as it turned out.

The snow was falling enthusiastically as we set out on our big adventure. Visibility was near zero; the windows were fogged, the wipers couldn't keep up with the snow and kept icing up. The heater struggled; the defroster shrugged off its responsibility. The snow swirled around us, cutting visibility to a few feet. The amber fog lamps proved their worth!

We forged ahead. The combination of the weight — five people, plus what seemed like a half ton of presents stuffed in the “boot” (trunk), the four-speed stick and the “tractor” tires on the back made the little Mark II perform like a CJ5 Jeep. The roads were almost impassible, even the Expressway, but the Jaguar lurched on, even passing a stuck snow plow. In fact, with its nose close to the ground, it actually behaved like a snow plow, clearing a path for itself.

We did have an anxious moment: After plowing through a particularly deep drift on what was normally the busy Schuylkill Expressway, the engine died. Quick diagnosis: Snow packed around the distributor, melting, shorting out the ignition. Cure: Wipe it down, wait a few moments — *Varoom!* Press onward.

To everyone's amazement, we pulled into Gram's driveway (or at least the spot where we remembered it used to be) only a few hours late. We were the only ones there! The rest of the family, just a few miles away, hadn't dared venture out. The snow was at least two feet deep at that point, still coming down, and drifting alarmingly.

It was the briefest Christmas Eve celebration we can recall. Gifts were hurriedly exchanged, coffee and hot chocolate gulped down, and we were soon back in the Jaguar (with even more presents than on the trip up!), headed home.

Any sane person would have settled in for the night, but Tradition (plus the problem of accommodating seven people in a two-bedroom house) drove us on. Besides, our outbound trip had been so successful, I had convinced myself that the combination of the Mark II's traction and my driving skill could surmount any obstacle. It was more than a drive home. It was a challenge, to be met and conquered. And, anyway, it had stopped snowing.

Little did we know that the trip home would make the outbound leg of our journey seem like a summer Sunday's drive!

It was about 10:00 PM. The snow had stopped falling but was still drifting. As we embarked on what we assumed would be an easier drive than the outbound trip, we were struck by the unnatural silence and lack of any visible human activity. No cars, no snow plows, no people. Just the five of us in a little silver-grey Jaguar, breaking new tracks through the mantle of snow. It was as if the world had pulled a thick white blanket over its head and gone to sleep.

As we proceeded with surprising agility through nearby Phoenixville, we saw a few lonely cars, struggling along. Our spirits soared. The trip home would be a piece of cake! Or so we thought.

Only one final obstacle lay in our path before the sanctuary of the Schuylkill Expressway to

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

downtown Philadelphia: Valley Forge Park.

A beautifully landscaped area of several square miles, Valley Forge Park is, of course, where George Washington and his tattered army spent a wretched winter in 1776. Now, it's a place to picnic on a warm summer afternoon. But in the winter of 1966 it was as foreboding to us as it must have been to George & Co., almost two hundred years earlier.

There was no obvious alternative. We *had* to drive through the park, to reach the Expressway. Winding, narrow roads that romp happily over hill and dale. And not a living soul within miles.

No matter. We're in the Invincible Jaguar, able to leap tall buildings at a single bound . . .

But not snowdrifts! We topped a small hill, grinding along in second gear, when suddenly it looked like the party was over. The road at the bottom of the hill was completely blocked by several abandoned cars whose outlines were barely visible in the snowdrifts. There was no doubt about it: Unless the Jaguar could sprout wings, we had to turn back.

Easier said than done. Backing up the hill we had just come down was out of the question, even if we could have gotten enough traction. I would have had to back up for miles, with virtually no rear visibility, over winding roads. The snow was as high as the car on both sides, with almost no clearance; we might as well have been in an eight-foot-wide tunnel.

I neglected to mention a small detail that is now relevant. The Mark II had an erratic starter, with a Bendix drive that sometimes refused to engage — *when the car was pointed downhill!* That meant that, since we *were* pointed downhill, there was a distinct possibility that, if the engine stalled while we were snowbound on the hill, it wouldn't have started again! With the temperature in the teens and falling, and the winds still blowing, our chances of either walking out of the park, surviving the night in a stalled car with no heat, or somehow being

rescued, were not the best.

For the first time in this mad adventure our spirit of invincibility faded and grim reality set in. The four of us who were old enough to recognize the seriousness of the situation began to discuss with remarkable calm our chances of surviving the night. Brenda, the youngest, focused her concern instead on the hypothesis that if we didn't return home before Santa Claus arrived, he would assume no one lived there and would not leave any presents. Ah, the innocence of youth!

We could have probably just waited out the dawn, engine idling, but the Jaguar's fuel economy measured in hours of idling time was an unknown. Besides, I was not about to concede defeat, or even a stalemate. The Mark II and I had gotten us this far, and by George (Washington), we were going to get us all home, safe and sound!! Easily resolved, but not easily accomplished. As the drifting snow began to envelop the stranded Jaguar, like a spider spinning a web around a trapped fly, one question stood in defiance of my self-determination:

HOW??

I get out and tromp around, surveying the situation. Grim. Big snowdrifts on each side of the car. If we're going to turn her around, we need to clear a space at least as wide as the car is long. All I need is a snow shovel . . . but we hadn't bothered to pack one (no room, even if our self-assurance had permitted it).

Stop! Think! Improvise! Eureka! A solution!! The spare wheel on a Mark II is located under the boot (trunk) floor. It's covered by a nice, big, round, flat metal cover — a perfect improvisational snow shovel!

Quick! Unload the gifts from the boot — pile them on top of kids — it'll help keep 'em warm. Break out the "snow shovel" spare wheel cover. Quick instructions to wife: Do exactly as I say, keep RPM's up, don't let her stall . . .

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

First, the old "Anchor the front end in the snowbank" trick. Hard left on the wheel, plunge ahead in first gear . . . WHUMP! Front end neatly buried. That'll hold 'er.

Now, start shoveling the rear end clear, following an arc that brings the tail clear around to the downside . . .

It's a painfully slow process (I wished Jaguar had equipped their spare wheel covers with a handle!), but little by little the space is cleared. Now it's simply a matter of putting the Jaguar into first gear and letting it grind away; it can't go forward, so gravity plus the spinning wheels accomplish the objective. The Mark II rotates as majestically as a San Francisco cable car on its turntable; when the tail end breaks clear and starts sliding downhill, the front breaks loose, and . . . *voila!* We're in the clear and headed back from whence we came!

The rest of the story is almost anti-climatic. We ground our way back up the hill, back to another roundabout route which, although agonizingly long, led us uneventfully home. As I recall, we got home, exhausted, about 4:00 AM — some ten hours after we had started out on a "routine" 80-mile round trip to Gram's house.

P.S. We didn't get home too late, after all. Santa arrived — bleary-eyed and nearly frostbitten, but on schedule.

Rest in Peace Frank Weikel. Your legacy lives on in the Delaware Valley Jaguar Club.

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DVJC Memories

By Richard Michie



Let's start by going back in time to the late 1960's and the 1970's. The lines of the Jaguar E-type just told me that I had to get one. Well, I found a new 1969 Silver Gray coupe with a black interior (and factory installed A/C)

and that was it. I'm not sure who it was that introduced me to DVJC but I joined. One of the first meetings that I drove the Jag to was at The Brass Rail by the airport in Philadelphia. I remember that the club treasury was so poor at that time we had to pay in advance for any dinner meeting attended.

Well after mixing with other members I was struck by lightning, telling me I had to get an open car instead of a coupe. I lucked out when one of the other club members got caught by his wife in a compromising situation and she ended up with the 1967 Willow Green OTS that I purchased from her. Now along came the silver gray and red interior 1972 V-12 E and the '69 Coupe was used as a trade in for the V-12. Then came the decision to use which car for what - The 1972 became my "show" car and the '67 my competition car.

I remember a number of shows at Glenhardie Country Club and at Tiffany Saloon Steak House as well as other locations. George Carr got me involved with the New Hope Auto Show and I ran the Jaguar Division for a number of years. The judging then was not like it is now. This was when I got to know Fred Horner and his wife Barbara. I had the pleasure of having Fred stay at my home for a number of the New Hope Shows. In case you didn't know this about Fred, before he got involved with Jaguar Fred was the Purser on the Queen Mary. I really miss his British accent and his humor as he could tell a good story.

Now what I really enjoyed the most with my 1967 was the competition at Lime Rock and the events that the Philadelphia Region SCCA put on in the parking lot of Montgomery Community College during the summer (early & mid 70's). However, the best way to enjoy a Jaguar's performance was when DVJC joined with the New York and New England clubs at Lime Rock. This was a time where you would drive into the area on a Thursday and get ready to be at the track early on Friday morning. You would start the day with your car going through a safety check and then everyone would walk the entire track and the instructor would point out areas "of danger or where care" should be taken.

Then the "practice" time on the track would start. All the people there would be broken down into groups (Novice, Intermediate and Expert). Everyone started out the first time there as Novice and were moved up as they proved how they drove. If you had been there

before and had proven yourself you could start above the Novice. There were three twenty minute periods and all of each group took their turn on the track during that twenty minute time while the rest watched. As most, if not all, of the people there were NOT professional and the only mandatory safety gear was a helmet and seat belts (a few like me had a roll bar after the first time there) the actual timed runs were on Saturday morning one car at a time. For the most part everyone went home safe even if a few cars didn't. There were a few dents and bangs now and again. Over the years there were a few cars that rolled over but as far as I remember all the drivers were okay. In the later part of Friday afternoon the "practice" would end and another event would take place. It might be a "drag race" where two cars would start in the escape chute at the end of the straight past the pits and viewing stand and run the wrong way up the straight past the start/finish line for their times. Or it might be a two person 'crazy' gymkhana where the driver (out of the car) starts blindfolded about 50 feet away from the car and the navigator by sound gets the driver back to the car and then the blindfold can be removed. Then both people get into the car and the driver navigates a number of gates and then comes to a point where there are four tennis balls on points N S E W with a cone in the center with a string and ring. The navigator holds the string while the driver goes around and he/she also gathers all the balls. Then the driver goes to a 'stop' point and the navigator gets out and runs with all the balls back to a box. There were times of extreme laughter during this event. Then it was time to go off and clean up and go out for dinner.

Then came Saturday morning and off to the Lime Rock track. Usually there was a one or two hour "practice" then it was time for the time trials. The fastest car in each class won that class. I don't know how the points were awarded for each event but each car got points for each event and where they placed in that event. The top point person for that weekend received the "Best Overall" trophy from JCNA, a large Leaper on a block (I got it in 1971). British Leyland Motors, Inc. also had fancy Putter mugs that were given out at times. I managed to get the "Best Performance Jaguar" Lime Rock 1975.

Sunday morning was get up, pack up and then go to the awards brunch. Everyone got their trophies and talked about the events and all the fun they had and what they could have done better. It was then time to say the goodbyes and see you next time. It was time to drive home while you try to remember you are not on the track anymore and try to keep somewhere near the speed limit.

Richard Michie, long long time member DVJC and one time President.

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New Member Introduction

By Gregory Cain

Hello, my name is Gregory Cain. I joined the club earlier this year following purchase of my 2001 XK8 (in BRG), which I found in California via Hemmings.com. I've been interested in classics for about the past 20 years, encouraged by my father-in-law who has been a lifelong car enthusiast. I became interested in the XK8 while looking at "newer" convertible classics in the \$5-10K range. I hadn't known much about Jaguars and was impressed with the timeless design. Several club members were kind enough to give me pointers as I went out to California to inspect the car (my wife, Sandy, works for American Airlines so getting to San Diego was free and simple). I also used an inspection service to make a cursory review of the car before I made the purchase and had it shipped. We've been delighted with the Jag so far.

In addition to the XK8 I currently have a 1970 VW Westfalia "Bus" (T2). We camp in the bus and enjoy the positive reactions it produces in others when we're puttering around town. The bus design isn't terribly safe, so part of the motivation with the Jag was to get something that had a little bit more protection. Some of the "classic" vehicles we've had included: 1962 Austin-Healey Sprite, 1976 Camaro, 1937 Pontiac Convertible Sedan and 1940 Graham "Spirit of Motion" (aka "Sharknose"). We've even had a "classic" RV: a 2000 VW Rialta (a cooperative effort between VW and Winnebago). RV's...the world's second worst investment

(made more awful by being an unusual make that requires specialist mechanics!). I've solemnly promised my wife there will be no classic boats in our future. I do miss my pre-war cars and am always window-shopping them on Hemmings.com. If only I had unlimited funds and more garage space!

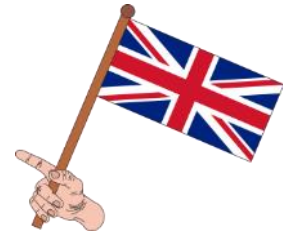
We finance this reckless (or perhaps "full of wrecks") lifestyle by still working. I work at the international arm of Blue Cross Blue Shield ("GeoBlue," based in King of Prussia). I'm responsible for managing our worldwide network of medical providers and other vendor relationships (e.g., air ambulance operators, etc.). I've been in this space my whole career, which has enabled me to travel to lots of interesting places around the globe. Sandy's job as a gate agent in Philadelphia has enabled us to travel to nice places around the globe, too. COVID has certainly impacted both of our jobs but we're both fortunate to still be gainfully employed at this point. We have two daughters, our eldest is a Veterinary Tech in Chadds Ford and our youngest is a sophomore at East Stroudsburg University studying nursing (Rachel joined me for the club's "Flash Drive" on June 7).



Gregory Cain and his XK8 at the "Flash Drive."



DVJC Wants You!



Actually, we want your stories. As part of the club's ongoing efforts to engage, inform and at times, entertain its membership, we are interested in learning more about you and your passion for cars. For those of you who have belonged to this or other clubs, you may have come to realize that the cars bring people together but it's the interaction with fellow members that keep you coming back. In that spirit, we will be starting a series of questions & answers to be published from time to time in the Purr. The length and detail of responses are entirely up to you and in some cases, may be a few words or for those inclined, a few paragraphs with a picture. Simply put, everyone loves a good story and with over 120 members, there's no doubt our members have a few stories to tell.

To kick things off, our first question to members is:

What ignited your interest in the Jaguar marque?

While most members own a Jaguar or two or more, Jaguar ownership has never been a requirement for joining the club so all are welcome to participate. Don't be shy!

How to submit a response

- Send an email or Microsoft Word file to Brian Craig, editor of the Purr, to bhc166@aol.com.
- All responses will be published in the Purr. Please note that due to production and mailing costs, the number of responses available in the print version may be limited. As a reminder, the current month's issue of the Purr is always available on the website at <https://delvaljaguarcub.com>

To get the literary juices flowing, here are a few responses from members that share your passion with the Jaguar marque. We look forward to hearing your story.

See Bill Beible's story on page 6, Jim Sjoreen's tale on page 15, and Jay Greene's report on page 16.



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My Jaguar Story

By Tom Shaner



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As a child I was always very interested in cars. My parents, both teachers, had little interest but I enjoyed building models of ships, planes and especially cars. One car I remember building as a kid was a large model of an XKE coupe. It's unique design fascinated me and I might have seen a real one once or twice. The neighbor next door was a young nurse and she had just gotten a new '64 Mustang convertible. Boy, I wished I could have one.

As I got older, I asked for magazine subscriptions for Christmas like Road and Track and Popular Mechanics. From about age thirteen, I would read about the cars for sale in R&T and wished I had enough to buy just one. As I approached driving age, I would read the Inquirer classified ads and scan the "cars for sale" section. This was the best way to see what was available at the time. No BAT, Hemming's or Auto Trader back then. One time, we passed a Ford dealer and I saw a car talked about in R&T, a **Ford Cobra**! I made my Dad stop so I could look at it. He wasn't impressed and just said that it was totally impractical.



Instead, first car was my great aunt's '54 Oldsmobile 2 door HT in robins egg blue with white trim and wide white walls. She had passed so I got a car that was unreachable for a teenager with little to no money. Despite it being fifteen years old, the car had only 23,000 miles and was in nice shape with a Rocket V8 engine. It was a struggle to pay insurance and other expenses at the time. I taught

myself basic auto maintenance and installed an 8-Track player in the car. During college, the car stayed at home but, since my home was in State College, I could walk over and get it anytime.

After graduation, I began teaching school outside of Philadelphia. My Oldsmobile had finally died and I was carless but needed transportation for teaching. My parents would select my next car. (ugh!) It was a big ugly Chrysler Newport. I tried to convince them to buy a Chevy Monte Carlo for only \$200 more. No deal! I knew the car was going to be a problem from the start but there was no telling them. As a single teacher I had little budget for a car.



Still reading car ads in the paper daily, I came across an old '46 JEEP CJ-2A for \$400. I jumped and purchased the clunker. A friend in a service station nearby helped me fix the electrical wiring and I was on the road. The old Jeep was fun but it was short-lived as a car turned in front of me and it was totaled. How was I to satisfy my car passion? With the insurance payoff, I was on the hunt again. I traveled to a new classic car dealer looking at an AC Bristol (\$12,000), Ferrari Super America (\$18,000), and a Ferrari Daytona (\$28,000). Everything was out of reach on my salary.



Again the classified Ads provided a very interesting car, 1960 Austin Healey model BN7 2 seater for cheap (\$800). The car had been driven hard but was fairly rust free with a new paint job. The engine needed a complete overhaul. I loved the British cars from the start and this was one of my favorites. I took a chance and found a good mechanic to rebuild the engine with me supplying the parts. That Spring, I had a great driving Healey that I took to the shore for my summer job. What a time I had driving the Healy at the beach!

The fall of 1976 brought a special car to me. As always, I was reading the auto classifieds and came across an Ad: 1969 Jaguar XKE 34,000

My Jaguar Story (continued)



mi. with new red line Michelin tires \$2900. This sounded compelling to me and it was local. I called and found that the father of the owner was selling the car because the original owner just couldn't sell it. He had bought the car upon returning from Vietnam and his wife was now having a baby. He needed the money but just hated parting with his car. I was interested so I gave the father \$50 to hold the car for three days. I went to banks but they didn't do loans on older cars. I got a loan at my credit union and went to pick up the car. Wow, was I stoked.... Finally, a car that I really wanted to own! Now I owned two fabled British sports cars.



That winter I found an empty local garage for the Healey and, for one winter, drove the XKE. In bad weather I took my beater, a VW Squareback Wagon. That summer, my pocket-book could not support two English sports cars so I grudgingly had to part with one. I sold the AH 3000 at a small profit. That next winter, I found free storage in my grandmother's garage for the E-Type. She told me that when relatives would stop to see her, they always asked if my car was in the basement and wanted to see it.

The next year I met my wife, Carolyn, and all she knew was that I had a horrible VW ride. The passenger door was held closed with a bungee and, during the winter there was no functioning heat or defroster. We usually took her car, an early stick shift Subaru wagon. That spring, I asked her to go with me to pick up my Jag at my grandmother's. She was in disbelief and thought I was joking. When we arrived I introduced her to my beautiful XKE. A year later it carried the newlyweds away as our wedding car.



At this point, my parents thought I should get rid of the yellow money pit. Carolyn said no, that it was part of my life, my hobby. Later that year, we were building a new 2^{1/2} car garage for our first home. We made sure it was just big enough to get both of our cars in and the Jag would just fit diagonally in between Carolyn's Volvo and my 1969 MB 250 4 speed. Ten years later, one of the major points when looking to upgrade from our starter house was a three-car garage or barn.



In the 1980's we built our beach house on the Outer Banks. We even managed to drive the XKE down to the house once. The car ran great on that long haul but comfort wasn't like a modern car. We often forget, when driving a 50 year-old car, how much autos have changed, even the Jaguars. Despite that, the XKE made many visits to State College football weekends.

Over the last 45 years, the car has been maintained and updated as best as I could and regularly driven by both Carolyn and me. I did try to contact the original owner, Tom Ebaugh, in 2007 but found he had passed at an early age. I'm sure he would have loved to see the car again after all these years.

My son, Jake, really likes the Jaguar and enjoys driving it. He and I had a great shared adventure at Watkins Glen in 2018. My XKE Jaguar is a legacy car for our family and will continue to be passed down. It has truly played a starring role in the family history---



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USING MEMBER FORUMS by Tom Shaner

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1. Logon to the DVJC website.
2. At the top of the menu bar on the far right choose Member Forums.
3. Now click on **DVJC Connect** on the left side of the screen..
4. You will see a list of viewing topics for you to peruse at the top. Below that, is a section called **Create New Topic**. You may click and select any topic from the top to find out more on that topic and you can then respond to that topic at that point. **OR** if you don't select one you can make your *new* topic for people to respond to.
5. Now make a Title (up to 80 Characters) that accurately describes your subject.
6. In the large section below place text information with any JPEG files or links to movie clips (You Tube videos). ****Use the instructions below for more info on images and video****
7. Topic Tags are for people who are searching for information. When you place descriptive info in this box about your post, it will help users to find that specific information.
8. "Notify me" check box (when checked) will give you an email reply when people respond to your post. Check this **only** if you want a reply to your posts.
9. Lastly, after you have entered all your info, you need to enter **SUBMIT**. Your post will now be listed with the other posts at the bottom for other DVJC users to see, use and react to. Check back regularly to see new and interesting posts from other DVJC members.

Note: After viewing one post and you want to go back to the full list, look to the top of the page and find **DVJC Connect** and click on that (it's small text).

***Posting pictures and video's ***

1. Pictures need to be in a certain format to be displayed in the forum properly. They can't be stored on the DVJC website as is due to space requirements. Here is a short list from which pictures can be **displayed directly on the screen** in the forum. Facebook, Flickr, Giphy, Hulu, Instagram, Photobucket, Tumblr, Twitter, Vimeo and YouTube.
2. Make sure the link is shareable or on the above list (Ex. Flickr), then copy the link (Ctrl C).
Ex. With a dropbox link, right click the mouse and scroll down to Share section and copy the dropbox link. (It works with Google drive or OneDrive too.)
3. Now go to the forum box and Ctrl V (paste the link). The image will now appear in the forum box if from the short list, otherwise a link forms.

This doesn't mean you can't display your JPEG pictures, you just will have a link to the cloud (ex. Dropbox) that needs to be clicked on to see the picture. This is an example using the free Dropbox program.

This process works for YouTube videos too.

After you have pressed SUBMIT, the link will work for your picture. Anytime it is pressed the picture will appear. **After viewing the posted picture**, to go back to read more of the forum, use the *back arrow*. You are back at the forum screen.

Hope this website technology brings more of our club members together in this time of distancing themselves from each other.

J.C. TAYLOR

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1997 XK8 Convertible

82,000 miles. Vehicle has been parked for some time and the battery is currently an issue. There were no known issues with the car. It is not known if the timing chain tensioner has been changed. The car is believed to be in very good condition. All offers will be entertained.

Contact Mary HJerbert, iverom1@verizon.net, 301-809-0718 or 410-533-0651 (leave message)



JAGUAR PARTS.

HD 8 CARBS + Linkage, XJS Tool kit complete in original bag, Mk 1X Power Steering, Exhaust Manifolds for 4.2 or 3.8 liter, Road tests for Mk VII, VIII, IX, 420G [1950-1970], Workshop Manual& Parts books XJ6 3.4 3.8 Mk 1X & X, XJS HE 5.3 6.0 liter. Wiring diagrams Mk II. Mk IX Auto gearbox Manual + Parts book. Borg Warner auto Gearbox . XJS GLASS Windshield & Door glass. Also MGB Windshield. XJS Chrome Bumper chrome , Driving Mirrors, Fuel doors some Rubber parts. Crane Electronic points conversion Kit XR700-3000. Fuel injection computer XJS XJ to 2000?

Contact Ken. kenruocco40@gmail.com or 609 439 8640



2006 Jaguar X-Type VDP All-Wheel Drive \$2,900



Well-maintained for over 202,000 miles then stored in a garage since 2018. Needs AC compressor and associated belts to get going again. Exterior: Winter Gold Metallic (Beige). Interior: Ivory w/Brown Piping. Location: Honey Brook, PA.

Please contact Rich. rcossa@aol.com or 484-722-8259



CLASSIFIED

JAGUAR TOOL KIT



Original Jaguar tool kit described as “nearly perfect and rare.”

Offers over \$400 considered.

Steve Schultheis 484-885-9259 or sas@autospca.com



WANTED: Good/serviceable parts for 1955 Jaguar XK 140 DHC

- Front or rear bumpers and bumperettes or other chrome parts
- Interior parts, including seats, rugs, & door panels
- 72-spoke wire wheels (one or more to be painted)
- Any other serviceable parts left over from a restoration

Please contact Kevin Fitzgerald at katgo@comcast.net or call 215-880-5843 (C) or 267-354-1081 (H)



Parts for Sale

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

Steve Schultheis 484-885-9259 or sas@autospca.com

Important Update About Classified Ads

Classified advertisements placed in *The Jaguar's Purr* now also appear on the DVJC web site at no additional cost. To see the current ads please go to the DVJC web site at :

<https://delvaljaguarclub.com/>

and go to the DVJC Marketplace tab. This service is another advantage of your DVJC membership or, for non-members, of advertising in our newsletter.

2019 JAGUAR E-PACE S
JAGUAR'S COMPACT SUV.

UNION PARK JAGUAR
WILMINGTON, DELAWARE

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2019 JAGUAR E-PACE S
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Delaware Valley Jaguar Club

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

☐ **Application for New Membership**

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

Member Name:			
	<i>Last</i>	<i>First</i>	<i>M.I.</i>
JCNA Number: Renewing or previous members			
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.

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

☐ Youth Enthusiast? Name: _____ Date of Birth ____/____/____

Signed: _____ **Date:** _____

Annual Dues:

Full Members – New and renewal (Dues for new members joining after October 31 applied to the following year.) \$65.00

New Members joining between July 1 and October 31 \$45.00

Youth Enthusiast \$25.00

If paying by check:

Please make your checks payable to DVJC

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

Jaguars Owned				
Year	Model	Body Type	Color	Memo

Emergency Contact Information

Full Name: _____
Last First M.I.

Address: _____
Street Address Apartment/Unit #

City State ZIP Code

Primary Phone: _____ Relationship: _____

Direct questions to: membership@delvaljaguarclub.com.



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