
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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November 2020

DVJC at ABBR



The Delaware Valley Jaguar Club was well represented at this year's America's British Reliability Run. The pandemic caused a change in format and the response was so great the event had to be split into two sessions. Initial reports indicate this was a record breaking event raising funds for Shriners Hospital for Children. Seen above is Mike Wolf's 1967 E-Type sporting logos from this year's ABBR and the ABBR from 2008. See Bill Beible's remarks on page 5 and Mick van Vlijmen's story on page 24.

DVJC Celebrating 55 Years!



NOTICE—It's MEMBERSHIP RENEWAL TIME!

You can NOW renew your membership in the Delaware Valley Jaguar Club. Payment can be paid by credit card, debit card, or PayPal by using the DVJC Web site at <https://delvaljaguarclub.com/>. Members are encouraged to use the Web site for membership renewal. DVJC members using the Web site for the first time should click on the BECOME A MEMBER tab. Detailed instructions about signing up for Web site access 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 directly to Jim Sjoreen or use the membership form [by clicking here](#) or referring to pages 41 & 42 to update information. See page 6 for more information.

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

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MEMBERSHIP RATES

Single/Family
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\$75.00 per year / postal
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Youth Enthusiast
\$25.00 per year

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

November 7, 2020
9:30 a.m.—2:00 p.m.

DVJC at the Classic Auto Mall
6180 Morgantown Road, Morgantown, PA

Register no later than November 4th. [Click here](#) to register or contact Bill Beible at President@delvaljaguarclub.com.

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

December 12, 2020

11:30 A.M.

RSVP required - seating is limited due to social distancing

DVJC Lunch Social (please note day change, Saturday instead of Sunday)
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 *November 2020*

Thanks to Mike Wolf's and Tom Shaner's close relationships with the weatherman, October 18 was another perfect day for our BYO Breakfast at Fort Washington State Park. We had a great turnout of members and guests including two unusual cars. Gary Feldman arrived in his newly acquired 1996 black on black XJR 5-speed and Marty and Leo Kob drove their bugeye Sprite which is an impressive family art show on wheels! Three people joined with us as guests and were warmly welcomed by all.



The 2020 America's British Reliability Run was a resounding success with \$65,975 raised to directly benefit the Shriners Hospitals for Children Orthopedic Division. The normal three-day format was modified due to Covid-19 concerns. This year, two single-day events were held on consecutive weekends. Dave Hutchison of Ragtops and Roadsters led the steering committee that organized the event. Cars (mostly) followed a beautiful 100-mile route in the Pennsylvania and New Jersey countryside. Departing after breakfast at the Yardley Inn, we



stopped at Washington's Crossing State Park where Roger Williams described the ten crucial days that changed the course of history during the American Revolution. We enjoyed lunch at the Villa Milagro Vineyards overlooking the vineyards, fields and beautiful fall foliage. One of our newest members, Milan Moncilovich, represented Shriners Hospitals and heartily thanked the organizers and participating teams for their work supporting the hospital's mission. Following the afternoon leg, we were welcomed by Gerry Kunkle and treated to a private tour of the America on Wheels Museum in Allentown.

DVJC was well represented by ten teams whose combined fundraising total was over \$15,000, nearly a quarter of the \$65,975 raised by the sixty-two participating teams. Three of the five top fundraisers were DVJC members including recent new members Philip and Janet Remig, Alex and Teri Giacobetti and Bill and Nancy Beible. The other teams were: Mike and Susan Wolf, Bob and Marcia Hunter, Paul and Irena Merluzzi, Terry and Angie Robinson, Andrew and Hope Hurley, Mick Van Vlijmen, , and Steve Schultheis.

One of our guests at the most recent Fort Washington State Park BYO Breakfast, Steve Gendler, drove his 1969 E Type and raised nearly \$900.

Looking Ahead

Although the nagging Coronavirus continues to make event planning a challenge, our intention is to maintain as active a calendar as we can, consistent with health considerations. The manager of the Spring House Tavern is working with Tom Shaner to accommodate our club in a larger room for socially distant indoor breakfast on November 15 and lunch on December 12. Because the buffet will not be available, each of us will order from the menu. Outdoor "flash drives" are planned for January and February. Expect "last minute" notice when the weather and road conditions look good for the upcoming weekend. Prudence has prevailed and the annual Holiday Party, originally scheduled for January 16, 2021, has been cancelled. In its place, we will have a special outdoor picnic celebration in the spring of 2021. Our deposit is now holding a date in January 2022.

Your Monthly Bill *November 2020 (continued)*

Membership Renewal

Now's the time to renew your membership for 2021! During 2020, nearly 2/3 of memberships were renewed online and paid via PayPal. This improves accuracy and reduces the workload for Jim Sjoreen and Brian Craig. I encourage everyone to use the [website tools](#) to review and update his or her membership profile and pay your 2021 dues now. This will ensure uninterrupted delivery of the Jaguar Journal.

Beginning in 2021, the Purr will only be available in electronic form, either on the website or via email. The option to receive a printed copy has been eliminated because the net annual cost (after accounting for the \$10 dues surcharge) of \$600 for printing and mailing ten copies of the newsletter is too expensive.

Election of Officers and Directors

Like most all clubs and organizations, a small group of people unselfishly contribute their time and energy to manage the affairs of the club for the benefit of the entire membership. Except for Ann Perry, every incumbent has volunteered to continue serving and stand for reelection. To be blunt, I am disappointed that no one has stepped

up to fill the critical role of Membership Director. Our club's continuing vitality depends on maintenance and growth of our membership as we adapt to evolving interests of current and future Jaguar owners. The Membership Director is envisioned as the leader of a small team of people promoting the club broadly, including using social media more effectively as well as increasing personal communication with our existing and prospective members. If you value what our club offers, like people and can contribute here, please notify Paul Merluzzi so your name can be placed on the ballot. Paul Merluzzi and I encourage you to contact us with any questions you may have.

We have reached the point in the year when there will be fewer Jaguar Kinds of Days for the next several months. In fact, I just cleaned and prepped my E Type for its offsite winter hibernation. Oh well....

I do look forward to seeing many of you at our DVJC events during the next several months. Please join the fun!

Bill

November is Membership Renewal Time

As 2020 comes to a close, we're looking forward to a healthier and more active 2021. Your club has been working hard this year to organize events that allow members to enjoy their cars, friendships and outdoor venues while recognizing the importance of keeping everyone safe. Throughout the year, the Purr newsletter included something for everyone including award winning articles on Jaguar models, tributes to past members and more recently, stories from members highlighting life events that ignited their passion for Jaguars. Your dues also include a membership with Jaguar Clubs of North America (JCNA) that brings you the Jaguar Journal, insurance coverage for all club events and access to a tool loan program now managed by the Coventry Foundation. Members also have access to an active vendor community that provides a wide range of ser-

vices while supporting the club through sponsorships and advertising. Combined with volunteer opportunities, the value of a DVJC membership offers something for everyone.

There are several options for renewing your 2021 dues. We encourage using the club's website, www.delvaljaguarclub.com, to pay with your PayPal account or credit card. The other option is sending a check – payable to "DVJC" - to Jim Sjoreen, Treasurer at 920 Ivycroft Road, Wayne, PA 19087. Renewal dues for 2021 remain at \$65.

Thank you for your continued support of the club and we look forward to seeing you at upcoming events.

Preliminary 2021-2022 Ballot

Election of officers is an extremely important activity for the continued progress and healthy future of our club. Any active member may run for any office. Any member choosing to be included as a candidate must contact Paul Merluzzi (pawlym@aol.com) on or before November 20th, 2020. The final ballot will be published on December 1, 2020 in *The Jaguar's Purr* and on the DVJC website. Voting will be on-line by electronic ballot - each member will receive a ballot by email prior to the voting period, which will extend from December 1 to December 10, 2020. We encourage all members to nominate and vote. Ballots will only be accepted during the voting period.

The following is a Preliminary Ballot for DVJC **Executive Committee** candidates for a 2-year term starting January 1, 2021 and ending December 31, 2022. Note that the position of Membership Director is OPEN. Please consider nominating yourself or a fellow member for this very important position. Contact Paul Merluzzi or Bill Beible to discuss the duties of the position.

President	Bill Beible (incumbent running for office)
Vice President	Paul Trout (incumbent running for office)
Treasurer	Jim Sjoreen (incumbent running for office)
Recording Secretary	Greg Morrison (incumbent running for office)
Director of Membership	OPEN
Director of Events	Mike Wolf (incumbent running for office)
Director of Events	Tom Shaner (incumbent running for office)
Director of Events	Rich Rosen

Note: Vote for two (2) Directors of Events.

Please note: A job description for the position of Director of Membership is on the following page.



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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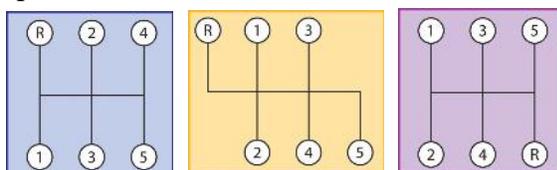


Speaking of Things Jaguar - November 2020

By Paul Trout

Shifty October Morning

It was a crisp, sunny, October Sunday morning; 42 degrees Fahrenheit in the driveway. The XKR was idling to warm up the engine and the cockpit with the seat heaters on. You know, so we could have that real sports car experience on the drive to the DVJC BYOB (Bring Your Own Breakfast) event at the Ft. Washington State Park. As I grasped the walnut knob on top of the shift lever and pulled it back into D, with the Mercedes sourced five-speed automatic gearbox in Sport mode, I wondered what the XKR would be like with a third pedal. I, like many of my vintage, grew up with “stick shift” manual transmission cars. Mine never had fewer than four forward gears. Although my coming of age was during the first muscle car era, my “four-speeds” were all connected to four cylinder engines manufactured in Europe. On this side of the Atlantic the “Three on the Tree” was still the Standard transmission in the sixties (it, believe it or not, lingered until 1987) with the “four-on-the-floor” becoming the choice for high performance cars with V-8s. Four-speed gearboxes with a floor mounted selector had been fairly ubiquitous in Europe since the thirties, but rarely connected to “V” configured cylinder alignments. I had one five-speed, connected to a transverse mounted V-6. After Toyota introduced five-speed manual transmission to this side of the Pacific in 1972 (prior to this, five-speeds were pretty much limited to Italian exotics) it took Detroit’s “Big Three” well into the eighties to find a place for that additional gear. There were a few starts and stops and several shift pattern changes before the five-speed became the “standard” here.



Interestingly, and a bit ironic, the last new car in the US market to offer a four-speed was in 1996 and it was also a Toyota, the Tercel. By the mid nineties five-speeds had been pretty much replaced by the six-speed in performance cars and in 2012 Porsche introduced the first seven-speed manual transmission. That’s a lot of gear selecting....

Where was I...? Oh yeah, leaving for the DVJC BYOB in my five-speed automatic XKR thinking about how it would be to drive it with a clutch pedal. Although I’ve had at least one car with a clutch pedal since my first car, I hadn’t driven one for about six or seven years until a couple of weeks ago. You see, while I had owned a “stick shift” car (my MGB) over that period, it had been sitting disassembled in my garage. Over the spring and summer I reassembled it and have now given it the one, five, and fifteen mile test drives. After that long lapse I was pretty sure the “feel of the clutch” was still going to be there (it was), but was that great feeling one gets from rowing through the gears still going to be there? You bet it was! Hence the pondering about moving the shift lever on the XKR. I know I can manually shift the automatic in the XKR, but it’s not the same. The third pedal is missing. In Sport mode, pretty much using my right foot to shift works for me.

By the time we arrived at the park the temperature had eased up into the comfort zone a bit. The first two cars I noticed as we pulled in were four-speeds; Mike Wolf’s E-Type Coupe and Tom Shaner’s E-Type OTS; with the top down. While his ride to the park was much shorter than ours, it still must have been a brisk one. Cheers Tom!

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



By the time I had finished eating my bagel, there were no fewer than six four-speeds parked in the lot; all E-Types. My envy, not so much for the cars (they're E-Types. That's a given!), but for the fact that they had to shift their way here. My right arm is atingle and be still my left foot....



And then what to my wondering ears should be announced, but the sweet sound of a BMC A-series engine from Leo Kob's Austin Healey "Bug Eye" (or "Frog Eye" if you are from the other side of the pond) Sprite. Leo's Sprite "out speeded" all of the E-Types with its Nissan five-speed box; a popular conversion today for classic British cars to lower the cruising RPMs and add some additional right arm movement.... Well Done Leo!

At this point the automatic transmissions still outnumbered the shifters. And then...a black early XJR with smoked wheels and bright work purred into a space at the end of a line of E-Types. Heads turned, minds wondered....who drives this stealthy Jaguar hot

rod? It was none other than our own Gary Feldman. He had recently acquired this unique XJR and kept it under wraps to be revealed at the BYOB event on this day.



Not only is this 1996 XJR rare with its supercharged 4.0 in-line six cylinder engine, but it is unique in that it has a five-speed manual gearbox! Yep, it has a third pedal and a lever that requires movement to change gears. My envy just got refocused. Well Bought Gary! Gary tipped the scale, among the British cars driven to the event. There were now even numbers of manuals vs. automatics. I think that is rather unusual for DVJC club events other than maybe the Concours, since about two thirds of our member's Jaguars have the Borg-Warner, GM, ZF, or Mercedes automatic gearboxes. The rest are fitted with four, five, or six speed manual gearboxes. Automatics are about as rare, with the exception of the XJ6, in Jaguars prior to the XJ-S as manual gearboxes are in Jaguars in the XJ-S and beyond. A manual shift option is not available in any new US spec Jaguar; it was discontinued with the 2019 model F-Type. However, rare as they are, there are a few modern era Jaguars in the club with clutch pedals and sticks that are actually connected to the gearbox. Noted in the roster of club vehicles are Ian Krantz's 1984 XJ-S Coupe with a five-speed manual, Max Sandler's 2005 X-Type Sport with a five-speed manual and, soon to be added, Gary Feldman's newly acquired XJR with a supercharged 4.0 six and a five-speed manual gearbox. We may have had

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

another if I hadn't recently found and purchased my Seafrost XK8 Convertible. The XJ-S/XJS through its twenty one year run had a bit of an available/unavailable relationship with the five-speed manual gearbox. Occasionally one does appear on Bring a Trailer or Hemmings. Over the past three years six of them have surfaced on BaT. The most recent one came up on October 15th. It was a Signal Red over Black 1993 XJS Convertible located in Burlington Connecticut.



A stunning car, it really caught my eye and my left foot was suggesting it might be more fun than the XK8 with its ZF. I posted the auction on the DVJC Facebook page in hopes that someone in the club would buy it and hang on to it for a couple of years for me. Alas, unless there is a member who uses the handle HWA on BaT, the buyer's location will remain a mystery. When five-speed XJS-S/XJSs do come up for sale they generally command some premium over the more standard automatics. This one went for \$18,700, just a bit over the typical sale price.

As I've mentioned before, I do like to watch the final hour or so of the bidding on cars I like; Hey, some people watch golf.... After six days the real bidding started at 3:17pm with a bid of \$14,500. Twelve bids later at 4:19pm HWA jumped in and two bids later at 4:22pm the car was his. I might have gone another grand. It was a nice car, but not more than \$20k nice. Anyway, I hope HWA enjoys the heck out of his XJS and when he tires of it, puts it back up on BaT for me.

There's a New Captain at the Helm

A German steps down as CEO of a British automaker and is replaced by a Frenchman who was ousted from a French automaker to be replaced by an Italian who recently left a Spanish automaker that is owned by a German company. Sounds like the beginning of one of those jokes.... Three CEOs walk into a pub; none of them are English. Let's work our way back to the British automaker. Luca de Meo, the Italian stepped down as president of SEAT a Spanish automaker owned by Volkswagen to become CEO of Renault after Thierry Bolloré was ousted from that position in October of last year. Thierry Bolloré has now replaced Sir Ralf Dieter Speth as CEO of Jaguar Land Rover. Sir Ralf retired after ten years as JLR CEO. You are now up to date now on the international automotive shuffle. Fact of the matter is that Jaguar, a British car company as iconic as the Union Jack itself, has not had an Englishman at the helm for quite some time. Pity that.



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

But a Frenchman? Isn't there some ancient Anglo-Saxon or Druid law prohibiting that? Didn't they learn anything from letting the Normans cross the channel? I mean hasn't poor Sir William Lyons turned over enough in his grave with a German running the company for the past decade or so? A Frenchman, from Renault none-the-less! When was the last time you heard anyone say "Wow, did you see that cool Renault?" You didn't because there aren't any. There aren't any French cars sold in the US. The reason being, according to Jeremy Clarkson, "In America, you can sell Japanese cars because they're Japanese. You can sell German cars because they're German. But trying to sell French cars because they're French - and I think Renault will agree with me on this - is like trying to sell *petit fours* at a New York Giants football game." Truth is, that aside from getting the workers to eat baguettes instead of biscuits and drink Bordeaux instead of bitter, Monsieur Bolloré is in for a tough sail at the helm of a potentially sinking HMS JLR over stormy seas. Despite recording profits in 2019 from Speth's strategy of increasing sales by offering a greater number of vehicle options, the pandemic and a slumping economy in China erased all of that and replaced it with a loss of \$550M for their fiscal year ending March 31. Those losses continued through the second quarter. As is often the case, financial losses tend to change the view of strategy. Through the lens of red numbers, Speth's strategy is now seen to have created a confusing and costly multi-platform model line with competing offers within its own house. The potential of TATA losing patience with JLR will undoubtedly cause the Frenchman to make some changes that will cost jobs and perhaps stall innovation. There are rumors of dropping present and future models from the lineup and even halting development on the new XJ despite the tens of millions already spent on it. The XE, XF, at least one Jaguar SUV, and one Land Rover model are rumored to be looking up at a falling axe. Having an outsider brought in to pull a company out of financial peril, while welcomed by shareholders, is always discomfort-

ing for those within the company. From our perspective as Jaguar owners and enthusiasts there may be a slightly different form of discomfort. Jaguar has a long and storied heritage and is a part of British heritage like no other marque. As I mentioned before, Jaguar is as iconic as the Union Jack itself.



The queen has driven or been driven in a Jaguar for most of her reign for "God Save the Queen's Sake." A Frenchman recently ousted by France's largest automaker that names its cars the Clio and the Twingo may not see the value in British heritage as he decides between moving forward with the model that has been Jaguar's flagship since 1968 or removing some models that might be viewed as inconsistent with "The Art of Performance". Bon Chance Monsieur!

Enjoy Your Jaguar!

Paul T

PS The humor in the previous article was in no way intended as disrespectful to France or the French. My apologies if any offence was taken. I am actually quite fond of France, the French people, their art and their culture. They actually have made some magnificent cars like the Bugatti and the Delahaye. But the Clio, Twingo, Kwid, Kangoo, and Le Car?

Steve's Jaguar Story

By Steve Kress

I was about 16 years old when I first got the British Bug.

My brother bought a 1960 bright red Triumph TR-3. He bought it near wintertime and, as most of us know, they won't start in the morning on a cold day. We used to go out and take turns cranking it with the available crank handle. It usually started right away. After a while of that nonsense we made sure we parked it on a hill which was the better alternative.

I was an avid go kart racer back then and my brother knew that I could handle a vehicle well so he would lend me his TR-3 to go out and have fun with. One day on Roosevelt Boulevard my friend, Bud, and I were heading toward the "Sure Kill" (Schuylkill) Expressway and were next to a 1962 E-Type coupe owned by a rich kid named Lenny. He didn't know how to drive well but we challenged him to a race to the Expressway. He got me out of the chute because I really didn't know he wanted to race but we caught up to him and passed him right away as he didn't know how to shift well.

Well, that was my hook.

When I was 20 my friend and I bought a 1955 TR-3, fixed it up, and drove it to California. On the way, shortly after we got started, a front wire wheel started vibrating like crazy in Dayton, Ohio. We pulled over to the side and jacked up the car and the wheel fell off before we tried to take off the knock off. We had a handful of broken spokes.

We found a junkyard in Dayton, switched it out, and were back on our way.

We made it to St. Louis, Missouri when the generator died. We stayed over our first night. We found a rebuilt unit in St. Louis and put it on and again were on our way.

We didn't know that we had to polarize the generator so at the next food stop we kind of noticed something wrong. The red dash light came on when we turned the key off. Umm. We had to take the battery cable off and went in to eat breakfast. Back on the road again, not knowing what was going on, the generator let us down again. We got another generator and learned a lesson.



Steve and his 1967 E-Type OTS

We did a pretty good job from that point until we started going through Amarillo, Texas. Sure enough the generator we bought died again. There was a major flaw in the design of the TR-3 where the generator is right under the exhaust manifolds which overheat the generator under

long highway driving. We drove the rest of the way on battery charges and trying not to use the lights as much as we could. Did I forget to tell you that we tried to drive straight through while sleeping in the car as much as we could??!

We finally made it to Los Angeles where we met up with my cousin Henry.

We stayed in California for about 6 months, living day by day, while having the time of our lives as Hippies driving on Mulholland Drive and the Sunset Strip.

We then sold the TR-3 and got enough money to fly back to Philadelphia.

Were we supposed to talk Jaguar??

Steve's Jaguar Story (continued)

Well, when I was 22 I wanted to own an E-Type OTS. I started looking and all I found were beat up ones. I finally found a nice black one but the \$3,000 price tag was more than I could afford. I tried negotiating but to no avail. I was trying to get it for \$2,500 but the car lot guy wouldn't budge.

Well, about a month later I got a phone call from the car salesman and he said that he would fix the seat and put on a new tire if I would give him \$2,450 for the car. That was \$50. less than I offered. No brainer. I went over and got my first Jag.



Steve and his 1967 E-Type OTS at a slalom start.

It is a 1967 BRG OTS with light beige interior. I still have that car after 48 years and now use it all the time in Florida.

PS: I have lived in Florida for 15 years and have only seen one other E Type which is a piece of junk.

I have painted that car different colors several times. In 1980 I totally restored the car and painted it black, which is its present color.

I have probably owned 20 other Jags since that purchase and also now have a 1972 E Type OTS and a 2000 XKR OTS.

Don's Jaguar Story

By Don Rummel

Starting about 8 years ago I was driving a BMW Z3. Loved the car but wanted something more GT sized. I'd liked the XK8s when they came out but they were way out of my budget. So, I started shopping. I found a triple black '98 convertible in Blue Bell. So far the car has been pretty good to me.

I do as much work as I can myself. Around Quakertown there aren't many service options without going to Bennett in Allentown. Shortly after my purchase I had to replace the upper spring cushion and upper control arm bushings, the quality of which leave a lot to be desired. Eventually I replaced all front bushings with poly. I put in a metal thermostat housing. Last year I changed my upper tensioners using the zip-ties method. Just in time. I also changed the plugs.

Two years ago the dealer put in a new fuel pump and rear shocks. I still have the original premium sound system, I just replaced the rear speakers and completed a rear seat delete with a carpeted platform and upholstered back. I also did a rust repair on a panel in the driver's floorboard. The only things wrong are the driver's seat heat stopped working and the paint on the hood has gotten dull despite efforts to polish it up.

I recently added a grey 2002 X-Type 2.5 I purchased from the original owner. I'll just say that this car has not been as positive an experience, but that's another story.

I look forward to seeing you all in the spring.

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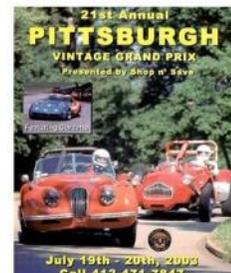
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Jaguar, Me and My Jag

By David Rothschild

I grew up in the far-off (in time and space) South Africa (still under British influence). My early exposure to Jaguar was as a kid in the 1950s watching British news reels at the movies. Apart from esoteric sports such as cricket and rugby I was always excited by the famous car races of the fifties; especially the C- and D-Types wins at Le Mans. Stirling Moss was my hero.

I had an uncle who had a beautiful Mk 2 who occasionally took the kids for a ride but understandably balked at letting me practice drive it!

My next exposure to Jaguar was a vacation job as an engineering student at the local Jaguar dealer. (This dealer was also the agent for Rolls-Royce and Bentley. And Audi/DKW!) I enjoyed this brief period, exposed to a lot of fine engineering. This phase of Jaguar covered the Marks

2, IX and X – all beautiful, but most exciting, the E-Type. I got reprimanded for simply sitting in a customer's E-Type and caressing the steering wheel! (I was not sure whether my fault was for the sitting or the caressing! But it was love at first sight!)

The other incident I recall there was awful: someone bleeding brakes pumped before they should have. This resulted in a fountain of brake fluid across a row of pristine Jaguars and Bentleys! Panic ensued.

I could not afford a Jaguar back then, so my first car was a very used Alfa Romeo Giulia Sprint. In BRG! It was a great driver but suf-

fered from age and Alfa reliability issues. A bad combination.

Fast forward: working in the UK in the mid-seventies, Jaguar announced the end of production of the E-Type (sad). My boss said that he was going to buy one. A month later the conversation went something like this:

'Did you buy the E-type?' He, 'Yes.' Me, 'Great, how does it drive?'

He, 'Oh, I don't know. It's up on blocks, in storage. It's just an investment.'

'Just an investment!?' My mind boggled then and still does now. The thought spoiled my day.

That was my UK boss. I also had a boss in Rochester NY (It was a US company.) (Never have two bosses!)

My Rochester boss had an XJ6C (2-doors, frameless windows). It was beautiful and he

loved it and loved driving it – but, as he said, only when the garage lent it back to him! Such was the state of Jaguar/BL reliability at the time. Sigh.

So I watched the progress of Jaguar over the years. It was unrequited love. My best friend in London acquired two XJs, Series 3 – Mr. and Mrs.! Great everyday drivers.

Fast forward: Now a US citizen living in Cecil County, MD. My wife and I were vacationing in Encinitas CA. One of the highlights of this town, for me, is 'Cardiff Classics', a 'classic car' dealer. What caught my eye one day was a shining red MGA; but



David's XK at home

Jaguar, Me and My Jag (continued)

next to it was a gold 2003 Jaguar XK8 convertible. It was beautiful and had only 12,000 miles on the clock (for \$30,000!). This sparked an ember deep down, along with the realization that age creeps on - insidiously. Familiar?

So, I idly started looking for a car with pedigree and character - Jaguar of course. Sports car of course. Affordable and hopefully not too rusty. Eventually I spotted a low mileage (12,000) 2007 XK (aluminum body!) at a dealer in Pittsburgh. Coincidentally the kids and grandkids live in Pittsburgh. How very convenient! I suggested to my wife that we should go to Pitt the next weekend. 'Lovely', she said, 'visit the kids!' 'Err, no, err, yes, of course, and to see a car.' She was remarkably ok with this!

The dealer was keen to make a sale (he let slip that the car had been on the floor for 3 months) but after I drove it, I knew why it did not sell. I walked away. The vibration was so bad. The dealer said, 'It's the tires.' I said, 'Maybe. Maybe it's the transmission?' He said, 'I will put on new tires.' I said, 'Sure but I will still have to test it.' With the new tires it was a purring Jaguar and the sale was made. This was all very sudden and my wife and I were in a state of happy shock.

Driving home I experienced a new phenomenon: a guy in a Camaro drew alongside and motioned to me to put my foot down. I did not, so he blazed off into the sunset. This performance still happens occasionally, mostly Mustang drivers...

An issue that appeared before I got the Maryland registration safety check was an intermittent air-bag warning light. I thought this was important and I really must have this fixed for the test. I did, only to discover that the MD test ignores 'minor' items such as air-bags!

After a year of enjoyable and reliable motoring I have learned (as others have) that the electronic systems in the XK are sensitive to the state of battery charge. If the car has been unused for a week say, that air-bag warning light may show up, and another quirk: a window may lose its sense of position, closing fully when it should leave that small gap to allow the door to close. So, as other owners have observed, I use a battery maintainer. It's not a Jaguar without its quirks!



David's XK at the British Car Club Show, Bellanca Airfield 2019 .

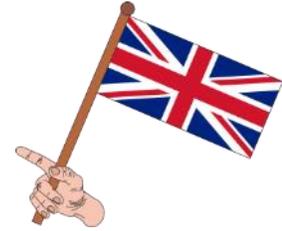
The XK is great: very comfortable with wonderfully balanced road-holding. Mine is the normally aspirated 4.2L/300Hp - not a muscle car but quite fast enough. It is a real GT. The interior still carries the classic burr walnut that I always associate with Jaguars. It is a head-turner with such elegant Jaguar styling. Occasionally people walk over to ask what car it is? And always pass a compliment.

In itself, it is not yet a 'classic' Jaguar but will the XK series become the last of the classic Jaguars?

I love it.



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://delvaljaguarclub.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.

Why Stop At One?

By Mark J. Kogan

My Jaguar journey started as a young boy. I happily followed my father to automobile events throughout Pa including Hershey and Carlisle, PA. While the American car events and shows were always filled with larger cars and huge engines, the foreign car shows always seemed more special. The cars on display showed elegance and grace. My Dad loves British cars. He led the way for me with his own purchases of an Austin Healey, a Jaguar and an MGB. It would only make sense that I would follow in his footsteps.

A few years ago, I decided to sell my beloved BMW convertible, nicknamed “Betty” for something with a little more class and style. I searched all the on-line sites and was on my way to check out a few 1980’s XJS one late afternoon in August 2017 when I refreshed Craigslist to get directions to my first location. As I pulled up the search, a new entry had been added. I called the seller and immediately made my way to his house two hours later.

As I arrived, I could already tell the BMW was a goner. Parked outside his house was a 2003 XK8 in black with a black interior.

It had been babied by the two previous owners with under 47K miles and was in factory condition with the desired Apollo wheels. He told me that I was the second potential buyer. The first had been a young man in his 20’s who almost crashed the car in a test drive. The seller refused to sell it to him after the white knuckle joy-ride. I could not have been more appreciative. I got behind the wheel and fell in love. Just to verify the purchase, I

found out where the vehicle had been purchased and serviced. Luckily, it was always at the Jaguar dealership on the Main Line. I called the service desk and asked them to run down the maintenance and service history. Everything checked out. The purchase was made and she sits in my garage as I type this. The car has been wonderful. A total dream to drive and own. My only concern has been the conflict between wanting to take her out and the desire to keep the miles low. I’ve had the wheels polished, placed a ceramic coating on the paint and replaced the hydraulics in the top. The car looks perfect but I have to watch the mileage as I intend to own this car forever.

My daughters nicknamed her “Veronica.” It seemed fitting.



Mark’s XK8—a Cat resting in the grass.



Mark’s XKR sharing space with other British cars.

The answer to my conflicted desires arrived last summer when I attended the Mecum auction in Harrisburg, PA. I joined my father for a day’s outing, He got us a bidding number and we arrived early. During the first hour of bidding, a black 2002 Jaguar XKR with a tan interior roared into the Farm Show Building. I immediately

went over to personally inspect the car. The seller was in line with the car and we started talking, He had purchased the vehicle earlier in the year. He couldn’t tell me if the timing belt tensioners had been swapped out but the car was advertised as having been serviced by the local jaguar dealerships and has been maintained. I did a quick once over and was happy to watch it hit the block looking forward to what I expected was going to

Why Stop At One? (continued)

be a lot of interest in this supercharged version of my own Jaguar.

For those of you who have never attended a National car auction like Mecum, I can only tell you that the interest in any specific car depends on the audience and the timing. That Thursday morning, the potential bidders were not looking for a seventeen year old British convertible.

The auctioneer reduced his quick auctioneering babble from \$25K downward and so on until he hit \$5K. My father nudged me

and said “You should bid.” I thought about it and did the math. I could keep Veronica for special occasions and drive this one with the supercharger. I put my number up and was immediately outbid. I tendered my second bid which was still astronomically low and thought that I



Mark's XKR at rest.



Mark's Cats spending time together. .

wasn't going to win. The bidding stopped. The seller pulled the reserve and I only heard crickets. 30 short seconds later, I was now a proud owner two black almost identical convertibles. My father turned to me and said “Well, I'm not the one who is going to tell your wife.”

The 2002 XKR needed a little work and over the past year, I've rebuilt the rear suspension, replaced the hydraulics in the top and performed typical age related engine work. Turns out the engine block number indicated a later 2002 build date which correlated to the next generation timing belt tensioners. So far, the smiles generated by driving the supercharged car outweigh the desire to maintain low miles. I know I only have two feet and can only drive one at a time. But, I have room for these two beauties and intend to keep both. Now, if I could only find a coupe.....

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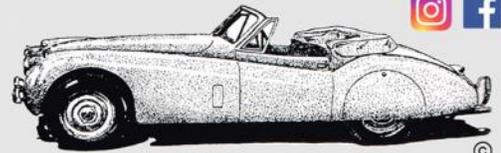
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Team 'Blue Nelson' at the 2nd. America's British Reliability Run

By Mick van Vlijmen



Mick

My passion for cars developed back in the day in The Netherlands. I was living close to the Zandvoort Circuit, a famous racetrack, and was fortunate to see many touring car and F1 Grand Prix races. I can still hear sound of the roaring engines and smell the gasoline as if it were yesterday. I grew up in a family with three brothers which meant we were always involved with "car stuff." We had countless two- and four-wheelers throughout the years. The British ones were always the nicest in styling and affordability, not to mention they always looked 'cool'. We toyed around with Healeys, MGs, Triumphs, Rovers and Mini Coopers but never had a real Jag in the driveway. The E-type was the ultimate car to have... The dream. Fast forward several years; I married my wife, Sunny, in Germany, had 2 children, lived in several countries and yes- drove over 140 mph on the Autobahn (but don't tell my wife that!). I ended up in New Jersey working for a multinational flavor & fragrance company but my love and passion for Jaguars came with me.

I was initially connected to the Delaware Valley Jaguar Club via our mutual friend, Mr. 'Guinness' a.k.a.

Ken Ruocco, and saw the opportunity to get into the Jaguar market: first with an XJ6 and recently, with an upgrade to the 6.0L XJ12, 300 series-a



The Blue Nelson, a 1996 6.0L XJ12, 300 Series

wonderful limousine where craftsmanship still matters. I was looking for a royal name and since the Brits and Dutch are connected via the North Sea, I came up with 'Nelson': the Admiral who lived in the 18th century, and the color sapphire 'blue'.

The America's British Reliability Run (ABRR) was always an appealing item on my DJVC activities 'wish list' but the 2-3 day commitment hindered me from participating in the past. I knew it was time to sign-up when the run was rescheduled for a one day tour (due to COVID-19). I was thrilled to combine something fun with something that would benefit children and contribute to their health and happiness. I managed to find sponsorships for the \$250 goal through family, friends, and acquaintances who

were pleased to help. This alone was an enriching life experience as I was not fully aware of how satisfying it felt to do something 'fun' while helping a good cause.

An Overview of the Day

The Start: 6:35 AM

It was still dark when I got up, but the excitement of what the day would hold got me out the door quickly.



07:24 AM, Team Red Roadster getting ready at the Yardley Inn

The starting point, a quick ride from the Princeton area where I live, was a perfect warm-up for Blue Nelson. Most of the teams had already arrived when I pulled into the parking lot at the Yardley Inn. Rubber, steel, oil, and smoke were in the air as teams were giving their British cars a last check and putting ABRR signs on their trunks and hoods.



Arrived for a quick realignment and made sure all 28 'Brits' were on the road...



Mr. Roger with a red XJS in action at Washington Crossing, "... don't mess with the Daughters of the American Revolution..."

9:09 AM: After a hot breakfast, we hit the road. Washington Crossing was the first stop. Luckily someone in the group, Roger with a red XJS, knew everything about the crossing. Although I have been there

Team 'Blue Nelson' at the 2nd. ABRR (continued)

many times and seen the Christmas morning re-enactment several times, I learned something new: the replica longboats are currently 45 feet long, however in 1776 the originals were 65 feet. I'll buy you a drink if you knew that!



Ice cream stop at Dilly's in order to catch up... but where is the group?

11:45 AM: Some teams had co-drivers, some had none: I was on my own. Eventually, a group of four lost, searching Jags (including myself) rolled into the parking lot Dilly's Corner (all because we followed a Triumph!).

15 minutes later, we merged back with the main group at The Black Bass, est. 1745. The next leg of the morning journey was a little mysterious unpaved road; up-hill, 5 mph and ...wow, what a nice place! "Villa Milagro". A beautiful view, plenty space, good food, local wines and British cars... what else can you ask for?



Unpaved road up the hill... where are we going!



E-Types were dominating



Lunch, time to recharge humans & 4 wheeled steels @ 'Villa Milagro' here with team 'Good To Go'



Team O'Behave



Like a family...

Team 'Blue Nelson' at the 2nd. ABRR (continued)



'Art & Culture' or just a luncheon snapshot?



Follow team Jensen + Spicer, a 3.8 in a 4.2 body



The nicest Healey of the day... of Buck's County!

2:35 PM After a lunch pit stop at the winery, we were back on the road. Another 1.5 hrs. of pure driving pleasure via many beautiful back roads that held great views, rolling hills, and challenging curves to the left and to the right. I counted about 5 covered bridges in the Bucks County back country.



Covered bridges along the way



No rain all day, lucky

The End: 5:00 PM

We arrived at the end point, "America On Wheels", and received another warm welcome and a private tour. 27 of 30 initial participants made it to the end point- one couldn't start, one broke down and one didn't make the finish... not bad for so much British iron on the road!



Start of the afternoon



Welcome at "America on Wheels", our end destination after approximately 100 miles

Team 'Blue Nelson' at the 2nd. ABRR (continued)



Dave Hutchinson in action, he spent many hours in this ABRR event, the 10th. run over 10 years!



So long...as my Dad told me...Keep them Rollin'

What a wonderful day and many thanks to the organizers and the DJVC to motivate us to do such things... As Dave Hutchinson said, "We are lucky people sitting here, enjoying a glass of wine and playing with our British toys." Thank you to the Shriners for playing a key role in the health and happiness of children! And thanks to you, DJVC members, for your passion and making this not a good, but great event. Hope to see you at one of the events soon



Thanks to all, Mick van Vlijmen, Team Blue Nelson.

A photograph of a white classic Jaguar convertible, likely a Jaguar XK, parked outdoors. The car is shown from a front-three-quarter view, highlighting its distinctive headlights and grille.

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A Jaguar Collector by Birth?

By Jed Rapoport

Looking back on my childhood it is no surprise I would become a car collector and more specifically a British car and Jaguar collector. Frankly, the further you go back into my heritage the more it looks like my outcome was preordained.

The beginning of my story is hard to pin down, but the likely root is from a story my grandmother would tell me, she would take my father for car rides when he was a baby because it seemed to calm him. Was this the source of his lifelong interest in cars and collecting? We shall never know, but it is clear his interest didn't originate with his father. My grandfather, whom I never met, had no interest in cars other than taking him from point A to point B.

In the late 1940's, when my father became a driver, those big pre-war American luxury cars that represented the pinnacle of the car market during the depression were nothing more than deadweight in the used car market. There is a famous story in our family of my 16 year old Father with his newly minted driver's license in hand spotting a potential bargain as his first car. He found a 1930 Marmon V16 seven-passenger sedan with a price of \$65. Dad went to his father to borrow \$30 so he would have enough to purchase this car. When my grandfather asked why he needed \$30 my father told him about "finding" this wonderful car for \$65. At this point the conversation took a turn against dad. My grandfather proclaimed that there would be no such loan for a gas guzzling old car that you can't get parts for to make repairs and he told my dad to go away until he came to his senses. Ultimately, dad would purchase a far more sensible 1939 Ford two-door sedan as his first car with far more interesting fare to follow.

It is unclear where my father gained his interest in British cars. I know dad was reading all the car magazines of the period because just a few years ago I donated his entire collection of early car magazines to the HVA research library. The first actual British car my father owned appears to be a Riley 2 1/2 liter Sedan some time in the mid-1950's. Dad often told me how wonderful this car was to drive and how well it performed for a sedan.



The best information I have is that dad's next British car was a big step up. Around 1960 he purchased a 1956 XK140 MC DHC. This was his everyday car and we have photos of the car in the snow taken in 1961. It is unclear how long he owned the car but since he got married in 1963, it appears he gravitated to more practical cars a few short years after the 140 purchase. On a side note, I last saw this 140 when it was returning to

the earth sitting behind a restoration shop in the 1980's. The car was eventually sold and I hope it was restored and is prowling the roads today.



While dad had many interesting cars, both antique and used in the 1960's, it appears that the arrival of my sister and me kept his thirst for sports cars in check to some degree. Some time in the late 1960's or perhaps as late as 1970ish dad bought his first E-type. I have very vague memories of this car but dad did talk about it later in life so I know it was real. It was a 1966 or 67 Coupe painted black with a red interior. Dad was very proud of the fact that he had a red stripe hand painted on the car that went around the bulge in the bonnet and down the sides of the car.

The E-type didn't hang around too long, but others were soon to follow. In the spring of 1975 Dad purchased a used 1972 Oldsmobile 442 convertible. He had the car painted and put on a new top and drove it everyday. In December of that year, on his way to



work one morning, he spotted a 1969 XKE Roadster on the used car lot of the local BMW dealer. Dad stopped to make an inquiry but was told in resounding terms that the dealership would not take his Oldsmobile in trade; it was not their type of car. Besides, they claimed to have people lined-up to buy the Jaguar. Dad went on to work that day but he kept an eye on the car lot as winter set-in for real.

In early January 1976, dad stopped at the car lot again. The Jaguar was still for sale and dad knew from his previous visit that the Jaguar was fitted with the wrong size battery and in the frigid weather it would never start. He started the dance with the sales person at the car lot. As dad expected, the too small battery couldn't crank the 12 quarts of cold oil and the Jaguar would not start. Dad knew he had his opportunity. In the end he traded the Oldsmobile and \$1500 cash for the Jaguar.

Dad would drive the XKE everyday when the weather permitted for the next 5 years. The car got body work and paint as needed and the mechanics were always well maintained.

Some time in the late 1970's, Dad bought a 1966 XKE coupe painted silver with a red interior from an advertisement in the New York Times. The car had been hit by a truck and needed a bonnet and left front subframe.

A Jaguar Collector by Birth? (continued)

He found a 1967 2+2 coupe as a parts car and the coupe was fixed and painted. Eventually the 2+2 was parted out by a local street rodder who wanted the suspension.

Not long after the XKE coupe returned to drivable status, a 1967 XKE roadster was found sitting in a local garage. This quickly was added to my father's growing collection. The primrose and black roadster was a very complete car including a factory hardtop but rusty and in need of full restoration. A half hearted attempt at restoration was begun nearly immediately but only served to leave the car worse off. The now partially disassembled car landed in dead storage in one of our garages within a few years of acquisition.

It was about 1982 when dad purchased a 1975 XJ12L. This dark blue over tan leather car would become his daily driver, when it would run. As most of you know, these early V12 sedan cars with carburetors had lots of problems with heat but when the car worked properly it was an amazing road car. Dad marveled at how the car could cruise on the turnpike at high speed with little effort and a feeling of being planted to the road all while still delivering a superb ride. Sadly, one day when returning from Philadelphia, dad blew the head gasket. This proved to be the final straw for the temperamental V12 and shortly afterward the engine was replaced with a Chevrolet 400 cubic inch V8. The car gained both reliability and a whole new driving dynamic. Dad drove the car to death after the engine swap. He eventually replaced it as his daily driver in the late 1980's but kept the car.



By 1983 the 1966 coupe was retired again from the road because of rust around the rear suspension mounts. Dad had the intention of fixing the car and even accumulated many of the body panels but nothing ever happened.

In 1986, I began feeding my own thirst for old cars when I purchased my first car, not my first old car, my first ever car I purchased by myself, a 1972 Triumph TR6. This was soon followed by another TR6 for parts as I undertook restoring the mechanicals of the first car. Sadly I sold both cars just 2 years later to purchase my first home. In hindsight, I would have been better keeping the Triumphs.

By the early 1990's Dad was busy with his American cars and although he still had all the Jaguars the only one seeing regular use was the '69 XKE. To keep up the family honor I purchased a 1975 XJ6C some time in the mid-90's. I had the best of intentions of driving

it daily but it was too nice. I had the car only a year or two but it was a lovely car to look at and drive. I just couldn't afford to have so many cars.

Wait, I just said I had so many cars. Starting in 1990, I purchased a 1954 Packard convertible that was complete but in need of restoration. Soon after I found dad's old Oldsmobile 442 and purchased that car too. Now I had two cars that needed restoration. I was already starting on the Packard restoration, with the Oldsmobile put aside until the Packard was done, when the Jaguar came along. This stretched my financial limits so the Jaguar was not going to stay for long.

The 1990's were dominated by work and my Packard project moved ahead in spurts as money was available and shops would do the work. My father seemed to be slowing down to some degree. Although his collection of cars numbered well over 20 he was losing his zeal for endless restoration projects. But all that changed in 1995 when he sold a car and this left him with a space to fill. He admitted he had a hankering for an XK Jaguar.

In spring 1995 he found a 1952 XK120 OTS advertised in Hemmings and located near Ludwigs Corner. The car appeared to be just right, an unmolested example with one repaint and a very ratty interior. It drove well and had sufficient patina to be comfortably driven with out fussing over the car. A deal was made and the car was delivered right away to our trusty Jaguar expert. While the car was getting an assessment and general maintenance with the mechanic, my mother and I spotted a sale notice for XK120 interiors. She and I went in together on an entire interior kit for the car as a Father's Day gift for dad. Little did we know this would trigger a chain of events.

The verdict back from the mechanic was that the car was in generally good condition but it had one dead cylinder and one weak one. The engine would have to come apart. This news coincided with the arrival of dad's Father's Day gift. To our surprise, this combination of events drove dad to commit to a full restoration of the car.

In the summer of 1997, almost exactly 2 years after the restoration began; the car was finished and was loaded on a trailer for its first outing at the JCNA national in Vermont. The car scored an impressive 99.97 right out of the box. But dad was never happy with the car. Beside the quirky sitting position of the 120 that didn't suit his physique, the high point restoration made the car too fussy for him to enjoy. On the other hand, I had no such issues with the car and drove it frequently.

Dad still had an itch for a XK he could enjoy so this time he set out to find a XK 140 DHC like he had in

A Jaguar Collector by Birth? (continued)

1960. In the meantime, the restoration of the XK120 left both of us with a lack of desire to repeat the process. We decided that it made more sense to sell the two XKE project cars, after all, at that point in time you could purchase XKE SI 4.2 cars for less than \$100,000, even restored cars were still low six figures and we knew restoration of either car would exceed that. Clearly our crystal ball failed us on that decision.

In 1998, dad purchased a 1957 XK 140 MC DHC. This car proved to be the driver he longed for with the correct level of patina, reliability and mechanical condition. The car received a full mechanical inspection and a long list of items was improved. In 1999, my mother and father drove the car on the New England 1000 and the only problem they had was a flat tire.

My mother passed away in 2002 after a battle with cancer and dad wanted to spend more time playing with cars as a way to move on. He and I did some touring together and went to dozens of car shows all over the country. We planned on doing a repeat of the New England 1000 or some other rally in the XK 140 but I got busier with business endeavors and he seemed less interested as the years passed.

Having learned our lessons from selling the XKE project cars we still had a desire for a series I coupe. I found a 1967 coupe in blue with a blue interior for sale to settle an estate in the Hudson Valley of NY. The car had lots of visible rust but it was complete. The car came home to our garage where I undertook an assessment of the purchase only to find out the engine was seriously stuck fast. I began the process of determining the cost and feasibility of restoring the car but it quickly became obvious the cost and complexity of restoration was more than either of us could stomach.

In 2010, I sold the still unfinished Packard and was incredibly happy to see it go away. That was the project from hell with shop after shop not getting work done or just doing things incorrectly. I was glad to take a loss and move on. This cleared the way for the Oldsmobile restoration and this time I was going to do it right. I found a specialist shop and scheduled the car for a full restoration. I was determined to see my Father drive this car again and have it parked next to the E-type.

In 2011, Dad decided to sell the XK120. We advertised the car and took it to the Hershey car corral but had no real takers. In spring of 2012, we sent the car to the Bonhams Greenwich, CT sale and the car sold for what turned out to be the highest price paid for a 120 OTS at auction that year. I was sad to see the car go but when we committed to selling it another



er opportunity appeared. We were offered a 1951 Allard K2 that was sold new in our hometown Allentown and had never left. The XK120 was turned into an Allard.

Sadly, Dad was diagnosed with cancer in the fall of 2012 one week before the Oldsmobile was to leave for the restoration shop. I had been down the road of caring for a parent with cancer and I knew what I was facing. I asked the restoration shop to postpone the Oldsmobile which they had no problem doing.

I was now faced with the problem of what to do with my father's many old cars. It was not feasible to keep everything and since dad's diagnosis was dire it was felt it would be best to cut things down sooner than later. I started selling cars and the XKE coupe project was one of the first to go. The XJ12L soon followed with a sigh of relief from me. Other cars followed as I thinned the garage to a manageable level. I made the decision to keep the '69 XKE roadster and '57 XK140.

Dad struggled through two different cancers before succumbing Thanksgiving weekend 2014. He passed away just one week before the Oldsmobile was set to begin restoration.

The restoration of the Oldsmobile went on as planned and was completed in 2017. Today I have the Oldsmobile and the XKE it was traded on side-by-side in my garage. I even still have all the paperwork of the purchase of the E-type at the used car lot in 1976.



In the spring of 2019, exactly 20 years after my parents participated in the New England 1000, my sister and I did the Mountain Mille in the XK140. The Mt Mille is run by the same people as the New England 1000 and they were thrilled to have a second generation do an event in the same car.

Not surprisingly, my sister also caught the old car bug and the Jaguar bug. She has my Father's '55 Buick Century Convertible and has been the owner of a 2014 F-type convertible for several years. As of this week, she purchased a 2018 F-type R convertible to replace her base 2014 car.

I've owned a fair number of British cars in my life Triumph, Jaguar, MG and I have been lucky to drive some fantastic others such as Morgan, Rolls Royce, Bentley, SS100, and Railton to name a few. I know there will be other cars in my future but my Father's XKE and XK140 will remain core cars in my collection.

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“Fast Food” or “Cooking with Gas”?

By Tony Tinari

This topic may well be a first for a car enthusiast newsletter, so please work with me here, okay? The world has hit the figurative “pause” button on many of our favorite pastimes. At the top of my own list of those, besides the classic car hobby/habit/addiction from which we all suffer, is the enjoyment of good food and beverage. Problem is that, particularly as we head into another winter of discontent, many of our favorite eating and drinking establishments are limited or closed. So it has occurred to me, and perhaps to many of you, that while this situation persists we must all step up our game when it comes to the quintessential art of “The Tailgate”, which I interpret to mean delicious dishes, easily consumed from the back of a motor vehicle, and most importantly very simple to make. As a service to the motoring public therefore, I present here three such suggestions, one dessert and two appetizers, each with a corresponding vehicle tailgate serving suggestion of make, model and year.



E Type Brownies:

According to the wisdom “Life is uncertain, eat dessert first” we begin

with the end. While I was struggling to find a way to connect one of my favorite delicacies with British automobiles, I happened upon the Netflix series *The Great British Bake Off* starring celebrity chef Paul Hollywood (yes, his real name). Hollywood is now a world class baker, but in a former life he won acclaim as a race driver for team Aston Martin in the UK. The television series features hapless aspiring bakers striving frantically to please Mr. Hollywood and his quirky British judge colleague Mary Berry (also, real name) with their gastronomic efforts. When the “Chocolate Week” episode aired, I knew I had hit paydirt. So here is a brownie recipe (With your indulgence, I suppose we could call these “Brown E’s”) which is certain to please those with gourmet tastes in both sweets and classic vehicles.

Ingredients: One box Duncan Hines® Dark Chocolate Fudge Brownie Mix; One Egg; Vegetable Oil; Water; Three Hershey’s Symphony® Chocolate Bars with Almonds and Toffee Chips, 4.25 oz. each (These are not easy to find; try the candy aisle at your local CVS, or order on Amazon); a 13” x 9” baking pan.

Directions: Just follow the directions for “fudgy brownies” on the back of the brownie mix box to make the batter; when you reach the instruction to spread the mix into a greased pan, only spread half of it evenly in there; unwrap the three Symphony bars and lay them side by side on top of the batter (they will fit perfectly in a

“Fast Food” or “Cooking with Gas”? (continued)

13" x 9" pan); then spread the remaining half of the batter evenly over the candy bars; resume following the baking instructions on the box, being certain to use the maximum baking time recommended. Once done, let this cool before cutting into squares. Then eat voraciously, perhaps with a scoop of ice cream! (“Rocky Road” would have a nice automotive connection I think.)

In my humble experience, these are best served with some Bailey’s Irish Cream (a British heresy, I suppose) from the boot of a Series 2 Fixed Head Coupe. See the photo above. In a pinch the earlier (or later) E Type will do, even an Open Two Seater if you must. Oh hell, even an old Ford Pinto will do, these are that darn good.



XKeptional Crostini:

So much for dessert, now back to an appetizer and an earlier vintage Jaguar. While scripture teaches that man cannot live by bread alone, nevertheless it’s hard to beat delectable toppings on oven roasted carbs. (The food group, not the ones under your

hood. Excuse me, your bonnet.) Here is my favorite simple take on warm bread embellished with some tasteful bling. Kind of like the chrome and badging on the coachwork of your old Jag.

Ingredients: One Medium Loaf of Crusty Italian Bread cut diagonally into $\frac{3}{4}$ " slices; Two Cups Smooth Whole Milk Ricotta Cheese; Honey; Two Lemons; Olive Oil; One Fat Clove Garlic, peeled and cut in half; Sea Salt or Kosher Salt.

Directions: Warm up your grill, or set a grill pan in the oven over medium-high heat and turn on the broiler; lightly brush both sides of each bread slice with olive oil; grill or broil the slices until slightly charred on both sides. When the bread is sufficiently toasty, remove it and lightly rub one side of each slice with the cut side of the garlic clove; add a generous smear of ricotta to the garlic side of each slice; drizzle a bit of olive oil on the ricotta and sprinkle with salt; then add a modest amount of honey over the ricotta. Finally, use a grater to add some lemon zest over the whole concoction and serve it up!

These are pictured above in the back of a '58 XK 150 Drophead Coupe, however they will go equally well with any other Jaguar. However, here the choice of motor vehicle matters not, since these will probably be devoured before they make it out of your house and into the garage. And since you are not going to make it out of the

“Fast Food” or “Cooking with Gas”? (continued)

kitchen with these anyway, reach into the refrigerator and grab a nice cold bottle of Prosecco for the perfect accompaniment.



FIAT Fix It Again Caprese Bites:

Why, you may ask, is an Italian marque mentioned in a British car newsletter? Several reasons: 1. An homage to the 233,000 Italian-born residents of the United Kingdom (“Britalians”), 2. I have exhausted my garage inventory of British classics and must now turn to something made in continental Europe, and 3. Seriously, what good is a food feature without something from Italy? And this dish is the simplest of all. Like pump your own gas simple, not fix your Lucas electrical system (again) simple. Speaking of which, this dish will persuade you that the proper acronym for FIAT is “Fine Italian Appetizer Treat” not the well-worn “Fix It Again Tony” which, while more or less accurate, is a sensitive topic with those of us named Tony. (Apologies

to miei amici at Fabbrica Italiana Automobili Torino S.p.A., the real FIAT.)

Ingredients: Cherry or Grape Tomatoes (halved); Mozzarella Cheese Balls (halved); Fresh Basil Leaves; Salt, Pepper, Balsamic Glaze; Toothpicks

Directions: Thread a Mozzarella half, a basil leaf, and a tomato half (in that order) onto a toothpick; place upright on a serving platter; repeat until you have made the quantity you desire, or until you run out of tomato halves . . . or mozzarella halves . . . or both. Sprinkle them with salt and pepper; gently drizzle the balsamic glaze over them; then enjoy! Really, that’s it. Finito! Va bene!

In the accompanying photo, these are displayed on top of a well-traveled attaché, repurposed as a picnic hamper and perched upon the luggage rack of an ’82 Fiat 124 Spider. The suggested beverage pairing is a nice Pinot Noir (Need not be Italian, California will do just fine). This will work equally well on any other Fiat, from the awesome Dino to the jaunty little Cinquecento (500). In fact, this dish and a nice glass of Pinot will make any Italian (or even British) vehicle sing for supper, with the possible exception of the Vespa scooter, upon which it is just too difficult to balance. Enjoy responsibly.

So, turn off the ovens and start your motors! Cheers, Buon Appetito and Happy Motoring!

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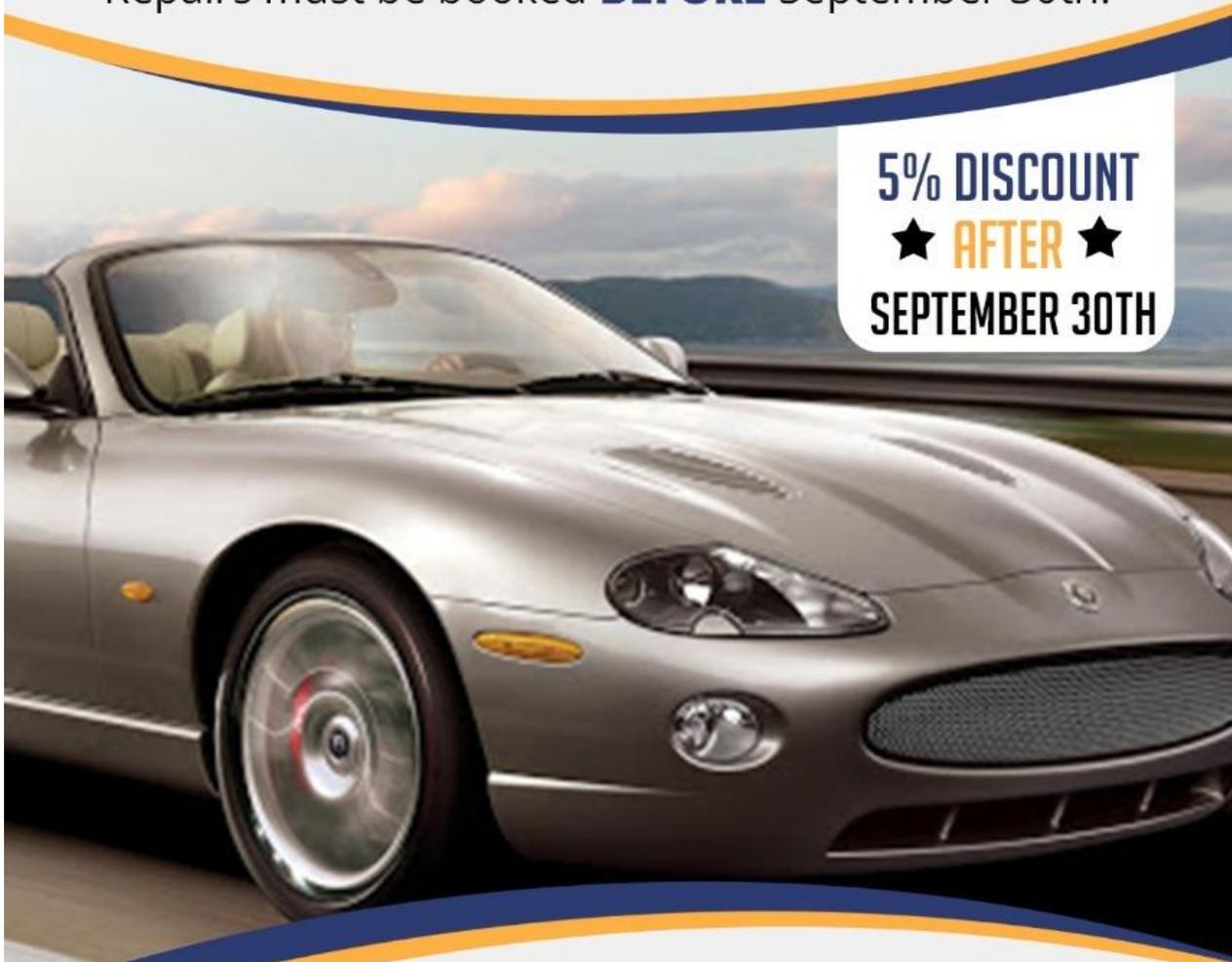
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USING MEMBER FORUMS by Tom Shaner

During this time of confinement, if you find something interesting to our fellow car club members, you can share it on our website through the use of MEMBER FORUMS. Here are the steps to post information, pictures or even videos.

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.

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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.

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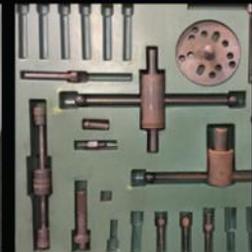
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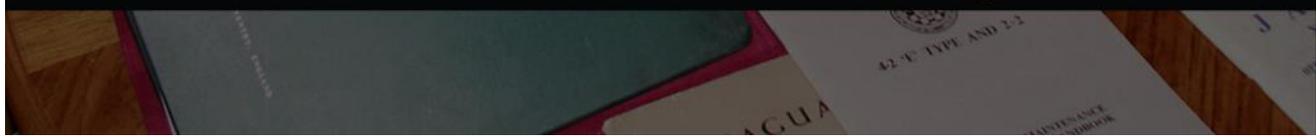
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THE JAGUAR'S PURR BY THE DELAWARE
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Please let us know if this is the only
page of the Purr you receive; we will be
sure to send you a replacement copy.

NOTICE! Due to production and mailing costs the printed edition of *The Jaguar's Purr* will be discontinued after the December issue. This was not an easy decision but the yearly cost per issue is more than the membership fee. See President Bill Beible's comment on page 6.