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# The Jaguar's Purr©

Is an official publication of

THE DELAWARE VALLEY JAGUAR CLUB

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*December 2020*

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## DVJC Election Time



Bill Beible  
President



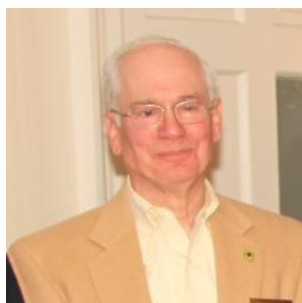
Paul Trout  
Vice President



Gregory Morrison  
Secretary



Jim Sjoreen  
Treasurer



Mike Wolf  
Director



Tom Shaner  
Director



Rich Rosen  
Director



Anthony Tinari  
Membership Director

Director—vote for two.

It's time to elect the DVJC officers and directors for 2021—2022. Shown above are the current candidates. Please see the important notice about the DVJC elections on page 4. We encourage all our members to vote in this election.

**HAPPY HOLIDAYS**

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### 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 36 & 37 to update information. See page 6 for more information.

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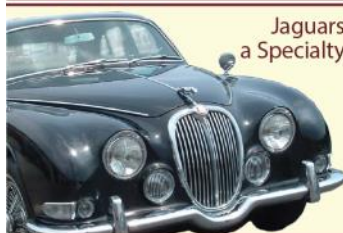
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Full Page \$320/ year; \$50 / issue

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Members' ads free of charge  
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## MEMBERSHIP RATES

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## DVJC OFFICERS INFORMATION

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	Mike Wolf	610-964-1104	Directors@delvaljaguarclub.com
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Concours Chair	James Sjoreen	610 989-3860	Concours@delvaljaguarclub.com
Chief Judge	Alan Brown	609-658-9467	ChiefJudge@delvaljaguarclub.com
Photographer	Brian Craig	215-483-5861	bhc166@aol.com
Club Historian	TBD		
Club Merchandise	Noe LaFramboise	609-771-1230	jagnoe@att.net

# Upcoming DVJC Events

**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](mailto: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://delvaljaguarchub.com/> or Bill Beible at  
[bill.beible@gmail.com](mailto:bill.beible@gmail.com)*

## Important DVJC Election Information

Dear DVJC Members,

The Delaware Valley Jaguar Club by-laws require a general election for Officers and Directors every two years. The next two-year term begins on January 1, 2021 and ends on December 31, 2022. The election to fill the Officer and Director positions for that term will be held on-line between December 1st and December 10th, 2020.

The ballot should appear in your email in-box shortly after midnight on December 1st. Open the email and you will see a blue box with the text 'Click Here to Vote'. Click on the box and the ballot will appear - then click on the circle before your choice for each position. For the Event Director positions, you can select up to two choices.

You must submit your ballot on or before 11:55pm on December 10th. If you did not receive an email ballot, please contact Paul Merluzzi at [paulmerl@aol.com](mailto:paulmerl@aol.com).

Thank you for participating.

Paul Merluzzi

610-696-3221 (h)

610-220-9607 (c)





## Your Monthly Bill *December 2020*

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It's Saturday and I no longer feel like a stuffed turkey! Like nearly everyone's, our family's Thanksgiving celebration was quite different from the normal day when 30-35 members of Nancy's extended family gathered as we have for about forty years. Instead, there was a Zoom call with all of us "together" after which we had dinner with our daughter and her family.



On the Friday following Turkey Day, my fifteen-year-old grandson went with me to "exercise" my E Type which is stored during the winter at the Classic Auto Mall. There were several "what's that?" questions from someone who has grown up exposed only to modern cars. His first question was about the manual choke, what it does, why his parents' cars don't have that, etc. Questions followed about the manual window crank, individual gauges (not on a computer screen), the size of the steering wheel, and several others. It was a fun time with him.



Speaking of the Classic Auto Mall, about thirty-five of us – members and guests - enjoyed a beautiful, sunny Saturday leisurely viewing the hundreds of cars on display after first satisfying our morning cravings with coffee and doughnuts. The day concluded with a hoagie lunch in the parking lot. Several of our recent new members were here along with some long-time members who do not regularly participate. I hope to see even more of you at our future events.

### Membership and Renewals

This year, we have welcomed twenty-five people along with twenty spouses/co-members to DVJC. We are glad that each of you have become part of our group and look forward to getting to know you better in 2021. Through the end of November, more than 60 of our members have already renewed for 2021, most by [using PayPal on our website](#). You are encouraged to renew early so you do not miss any issues of the Jaguar Journal and to ease the administrative duties of Brian, Jim and the JCNA Administrator.

To make it easier for members of our club to contact each other, our Directory of Active Members will include the member phone number and spouse/co-member email and phone number beginning in January. Historically, only the primary member email address has been shown. If a spouse/co-member does not want his or her email and/or phone number included, their website profile must be updated to exclude that information. For those few people still not using the website, you may [email Brian Craig](#) to have him delete that information from the directory. As a reminder to everyone, the directories are for the exclusive personal use of DVJC members only and must not be used for solicitation or other purposes.

Continuing with the "getting to know each other" theme, there have been twenty articles (including four in this issue) in which members have shared their Jaguar related experiences. Thanks to the authors for sharing with all of us. Consider starting the new year by sharing your story in the January Purr.

# Your Monthly Bill

December 2020 (continued)



Please be sure to vote in the online election for DVJC officers and directors. By now, you should have received an email with a link to the voting site. Tony Tinari joined DVJC late in 2019 and has volunteered for election as our Director of Membership. Thank you, Tony!

**2021** has got to be a better year! As you know, the Holiday Party reservation at the William Penn Inn has been moved to January 2022. Mark your calendars now for May 15, 2021! That's the date of our Spring Fling – our “2021 Holiday Party” - at a picnic ground with a large pavilion. Three short weeks after that, the 2021 Cars and Motorcycles of England/DVJC Concours d'Elegance is scheduled for June 5 at Historic Hope Lodge in Fort Washington. Discussion at the first planning meeting included consideration of a fallback date (August 7) if government guidelines preclude holding the show as

normally scheduled on the first Saturday in June.



Please accept my sincere best wishes for the continued good health of you and your families and for an enjoyable, reflective and, surely, somewhat different, holiday season. We all have so much for which to be thankful.

*Bill*

## NOW 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 services while supporting the club through sponsor-

ships 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](http://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. **Renewals must be received by January 24, 2021 to continue membership uninterrupted!**

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

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## Speaking of Things Jaguar - December 2020

By Paul Trout

### Jaguars Changing Hands in the Midwest

I don't know Najeeb Khan, but I know of him. To say Mr. Khan is a car guy is a significant understatement. Mr. Khan collected high end automobiles. Along with his collection of exotic and unusual road cars he also had a very impressive stable of vintage race cars from full race Mini Coopers and fifties era sports racers to former Dale Earnhardt and Jeff Gordon NASCAR racers. He raced cars from his stable at Monaco, Goodwood, Le Mans and other premier vintage race events. He apparently had a fondness for Jaguars as there were seventeen of them in his collection of over 270 cars. You might have noticed by this point that I have been referring to Mr. Khan's collection in the past tense. There is a reason for that. It seems, as CEO and founder of Interlogic Outsourcing, Inc, a payroll management company, Mr. Khan extended his corporate liabilities a bit beyond its assets. It all started with a \$122M overdraft with KeyBank. I don't know about your bank, but with mine, unless you have overdraft protection, that'll cost you \$35. This minor financial oversight led investigators down a "follow the money" path that eventually surfaced well over \$100M of systematic fraud. Resignation from Interlogic and bankruptcy filing actions were followed by a court ordered settlement that required selling off the car collection, houses and Jets. The auction by Sotheby's of the collection of cars, automotive memorabilia and tools was originally slated for April, but later postponed to October. Sotheby's Elkhart was eagerly anticipated over the preceding months before it was finally held October 23-24.



The collection, while fairly diverse, was focused mainly on British and Italian performance cars of the fifties and sixties. Most of the standards of high end collections were present; a Mercedes 300SL Gullwing, a Lamborghini Miura, A Ferrari Testarossa, Ferrari 365GTB, a Shelby 427 Cobra and a GT350H. Conspicuous in absence were Porsches. I guess Jerry Seinfeld has all the good ones anyway. The Vintage racing stable was quite well stocked with some of the best Britain had to offer in

the fifties and sixties including a Jaguar E-Type race car, a full competition Austin Mini Cooper S, a Ginetta G4, a Lotus Elite race car, a Competition Triumph TR4, a Lotus Cortina race car, a Cooper Monaco, and a 1956 Cooper-Jaguar. More about that last one later.



As I mentioned, among the 271 cars that went to auction there were seventeen Jaguars, so let's focus on them. Everyone of these Jaguars is special in one regard or another, but I'll work our way up to the stars of the show starting with the 2006 Jaguar Super V8 that sold for \$19k, a 1967 E-Type 4.2 Liter 2+2 Project that sold for \$29k, 1957 MK VIII went for \$35k followed by a 1956 MK VII M that hammered at \$43k.





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

The MK VII M is a rather special car with its original 190hp 3.5 liter DOHC six. Finished in British Racing Green over tan leather with knock off Dunlop wheels, a "Sundowner Shade", and a leather bonnet strap it offers a very period correct sporting look that is accented by a hint of patina. A great car for historic rallies, this MKVII participated in the 2011 Mille Miglia. Next up was a 1966 MKII 3.8 that moved on for \$45k, followed by a 1971 E-Type 4.2 FHC beautifully finished in dark blue that sold for \$64k. Out of the vintage race car stable rolled a 1962 E-Type race car that is the real deal. It sports a custom carbon fiber bonnet, full roll cage, and alloy wheels.



The full race 4.2 six sports triple webers, a beautiful set of custom headers and a custom cold air intake providing tons of power. With the entire auction having no reserve on the bidding, this very well prepared race car hammered at a bargain \$85k.

Speaking of bargains, how about a 1955 XK140 MC FHC that some lucky collector hauled away for \$90k. This factory documented MC with its C-Type cylinder head was a one owner car until 2011 when it was sold and underwent a full restoration. Stunning in pastel blue over blue leather it sports a full stainless steel exhaust system, complete tool kit and the original Dunlop spare.



The next five Jaguars moved the bidding into the six figure arena. First up was a truly unique MKII. From the outside it looks like a very nice sporty red MKII with driving lights and wire wheels. The louvers on the bonnet give a hint that there might be something special about this one. Upon raising the bonnet your eyes are drawn to the 390hp 4.0 liter supercharged DOHC V8 relocated from an XKR. Open the door and you are invited into the luxury of a full leather interior from a Jaguar saloon of the same era as the XKR engine, complete with J-stick, wood/leather steering wheel, air conditioning and Jaguar sound system. This car would be such fun to drive. The hammer dropped at \$118k.



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

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Later another XK140 MC crossed the block. Of course there is no such thing as just another XK140 MC. This one, a 1956 roadster, in its eye catching dark blue over blue finish is fitted with a replacement MC engine for purposes of touring and participating in rallies.



The original, completely rebuilt, MC engine was included in the sale that closed at \$174k. Next up was a simp-

ly stunning 1966 E-Type Roadster finished in Opalescent Maroon over black leather. Fully restored and upgraded with a five-speed gearbox (the original gearbox was included in the sale), this E-Type changed hands for \$213k.



If you are in the market for a C-Type replica, one built by Peter Jay Engineering is the one to look for. This 1956 C-Type replica was built in 1982 on an original 1956 XK140 chassis. It is among the most authentic and correct to original specification replica C-Types ever built. This example has participated in the Goodwood Revival and is ready for use on road and track.



Depending upon provenance, original C-Types change hands infrequently for \$8-15M. This "as close to real as you can get" example hammered at \$291k. At that price, one might not be afraid to drive it once in awhile. Jumping from the fifties to the nineties, a voluptuous silver XJ220 rolled across the block. What can one say about the XJ220? It was the world's fastest car when built. With fewer than 300 built it is extremely rare to see one change hands. This example, chassis #220686 was given a refresh at Jaguar Heritage in 2016 to the tune of \$105k. A lucky collector trailered this one away for \$484k. Nicely bought!



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

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The last four Jaguars to cross the block were undoubtedly the stars of the show and all hammered in seven figures. Three of them were Jaguar factory built continuation cars. See my February 2017 “Speaking of Things Jaguar” for a more complete description of continuation cars. The short version is: continuation cars are cars built subsequent to the original construction dates of the specific model using serial numbers that were never used during the original production run. Jaguar, Shelby, and Aston Martin have all built and sold continuation cars that are, for all intents and purposes, cars of the fifties and sixties built decades later to the exact specifications of the original models. However, before we move to them, let’s have a look at a real Jaguar powered sports racer from the fifties with extensive period and vintage racing history. It is the 1955 Cooper-Jaguar T38 MKII. This is one of three Cooper-Jaguars built by John Cooper. The original intent was to build a lighter version of the C-Type Jaguar. Constructed with a chassis of steel tubing shrouded in light weight aluminum, it tips the scales at 1,848 lbs making it substantially lighter than the C-Type. It is powered by a D-Type spec Jaguar XK engine. During a period road test this car achieved a top speed of 136mph and did a standing start quarter mile in 14.8 seconds; fast and quick for its day or, for that matter, any day. Its racing debut was in March of 1956 at Goodwood with a second place finish. It went on to compete in twenty- two races that year with six victories and nine podium finishes. The following year it achieved a first place finish at Goodwood.



This Cooper-Jaguar was still competing with top five finishes in 1960. Its vintage racing history includes Goodwood, the Monaco Historic Grand Prix and the Elkhart Lake Vintage Festival. A real piece of racing history, it sold for \$1.765M.



First of the continuation Jaguars was the 1955 D-Type Continuation. The D-Type is perhaps the most storied Jaguar ever. Successor to the C-Type and purpose built to win Le Mans, which they did three years in a row; 1955, 56, 57. The original run of D-Type Jaguars was set at 100 cars. Only 75 were actually built due to a fire at Browns Lane. In 2018 Jaguar decided to build the remaining 25 to exact specifications as the original 75. They built both the early “short nose” and later “long nose” variants based upon the customer’s preference. The run of 25 immediately sold out at a price of \$1.5M. This D-Type, chassis #XKD805, is a “short nose” model that has an original spec 3.4 liter engine with the narrow cylinder head, three Weber 45 DCOE carburetors, four-speed gearbox and four wheel disc brakes. The only modifications beyond the original specifications are a five-point safety harness and an aluminum radiator.



It is beautifully finished in the Scottish Racing Blue of the Ecurie Ecosse racing team who won the 1956 Le Mans race in a similar D-type. I suspect the lucky Jaguar enthusiast who won the bidding was someone who missed out on purchasing one of the 25 continuations cars built. If so, the wait was worth it as it sold for



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

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\$1.325M. I suspect, as with a number of the cars in the auction, had this not been a no-reserve auction the hammer price might have been a bit higher. It is not often that some of these cars become available.

Next ultra rare Jaguar to cross the block was a 1963 Jaguar E-Type Lightweight Continuation. In 1963/4 Jaguar built twelve lightweight competition E-Type race cars. Commonly referred to as LWEs, these cars were homologated with the FIA with extensive use of aluminum alloy in body panels and other components and were fitted with aluminum block 3.8 XK engines with three Weber 45 DCOE carburetors (or a few with fuel injection) making 300+hp. While not competitive at Le Mans, they were quite successful on shorter tracks and have been quite coveted and often replicated since. The original production run was planned for eighteen cars plus two spare bodies, but the degree of customer demand then only warranted building twelve. In May of 2014 Jaguar Classic announced they would be building the remaining six LWEs and offering them at \$1.5M each. They sold out immediately.



This example is actually not one of those six. It was built prior to the run of six and dubbed "Car 0". It was used by Jaguar Classic as the North America press car and was seen in numerous magazines and at various vintage race festivals on the Jaguar Special Vehicle Operations display stands. After its North American tour it was returned to Jaguar Classic in the UK and restored to new condition and assigned chassis #S 851001 before being shipped back to the states for Mr. Kahn to take original ownership. At the time of the auction it had 717 miles on the clock. I'm sure they were a thrilling 717 miles.



The new owner shelled out \$1.71M to take it home. This LWE came with a 1:18 scale exact replica model and a Bremont presentation case with a watch.



The last and certainly not the least of the notable Jaguars crossing the block at Elkhart was the 1957 XKSS Continuation. The story of the XKSS somewhat parallels that of the D-Type. After Jaguar withdrew from racing in 1956, there were a number of completed and yet to be completed D-Types in the factory. The decision was made to convert the remaining cars to road specifications and denote them XKSS. A production run of twenty-five was planned, but the same fire that halted production of the D-Type, destroyed a number of XKSS chassis under construction. Of the original planned run of twenty-five only sixteen were built and sold. Of course the most famous XKSS is the one once owned by "The King of Cool", Steve McQueen.

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

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An original XKSS is among the most coveted and sought after sports cars in existence. On the rare occasion that one comes up for sale it brings Ferrari GTO money; some variation of eight figures. Following the success of the Lightweight E-Type continuation, Jaguar Classic announced in March of 2016 that they planned to build the remaining nine XKSS sports cars. Jaguar Classic spent eighteen months researching and making digital measurements of original XKSS cars before building a prototype of the continuation model to ensure the continuation cars were exactly the same as the original ones. As with the LWE, at a price of \$1.5M they sold out immediately.



This magnificent one owner example in British Racing Green with only 51 miles on the clock, moved on to its next caretaker for \$1.985M. That's a pretty fair appreciation over a little more than two years.

If this collection would have consisted of only the seventeen Jaguars it would have been, from a Jaguar enthusiast's perspective, perhaps the most enviable on the planet. To provide some sort of collection value perspective, the Jaguars represented just 6% of the collection, but their sales represented just about 20% of the total vehicle sale of \$42.752M. In addition to the vehicles in the collection, \$1.633M in automotive memorabilia and tools were also sold.

The dispersion of a car collection is an interesting phenomenon. It generally happens after the death of a collector or the demise of a museum. In this case the collector got to see his beloved cars, each of which had been carefully selected for ownership, leave his stable one by one. It must have been painful. I suspect he might not have been present. His sadness was countered by quite a few very happy enthusiasts who came away with some of the rarest and most desirable cars in existence.

### Enjoy Your Jaguar!

**Paul T**

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# A Mechanical (and more) Improvement Project

By Joseph Lorini

I was going to wait until it was “all” done to convey the saga, but I took pity on our editor who was desperate for newsletter articles. This will be the “progress so far” account of the improvement project on the Jaguar 420 Saloon I purchased 17 months ago (in crib notes style). All major work is being expertly handled by Ralph and Art at Cloverleaf Auto. Some photos are attached as well. Here goes:

Purchased May 2019: 66K miles; solid, rust free West Coast car; runs and drives great! (“let’s buy it!”)

Shakedown drive by Ralph of Cloverleaf Auto: I knew I was in trouble when he got out of the car with his head down: “You have no second gear (Borg Warner automatic) and the front end is floating like a dingy on the ocean” (or something to that effect). “But the car is solid and the paint is nice” (make the customer feel better about SOMETHING).

First stage: rebuild front suspension and brakes; reinforce front frame extensions; bring vehicle to transmission shop for rebuilding (new flywheel too). Plan to rebuild rear suspension and R&R brakes in near future.

All is well for a while; driving around and waving to onlookers; even took it on a TRIUMPH retiree drive (DVTR members are very welcoming/forgiving of other marques).

Then the annoying “ticking” and lowering oil pressure and oil leaks around the head gasket.

Analysis: some moving parts in the head are likely worn or out of place; head gasket needs to be replaced

Second stage: I can’t tolerate the ticking and the suspect oil pressure, so let’s rebuild the top end

Head is removed; then (you can guess the rest); “well, there is a lot of carbon and some wetness on the piston domes, we can do the head and put it back on and it will probably run for a long time.” Not my idea of happy motoring.



Third stage: let’s go all in for an engine rebuild while the car is in for the rear suspension and brakes (the “near future” had arrived); “oh, and the radiator is a cloggy mess..”

Analysis: “about that wiring...looks like someone used a LOT of electrician’s tape to re-route or otherwise re-wire (was there an electrical fire some time?). Do we put a new engine in and hope for the best with the wiring? Do we do it later at twice the labor cost? I don’t think so.

Fourth stage: order wiring harness from UK (12 week wait: you know, Covid-related order backups and all that).

Fifth stage: while the interior is half out, let’s pull out the dash so I can refinish it

Current stage: while waiting for engine to return and wiring harness to show up, I had the car towed back to my garage. There, for the last three months of quarantine, I have been doing all the little (fun) things I can do: degreasing, cleaning and painting engine bay components, bead blasting then sending headers to Jet Hot for refinishing, stripping repairing and refinishing wood veneer on dash pieces; disassembling and cleaning the Smiths gauges; sending tach out for recalibrating and clock for conversion to quartz movement; performing a few little vinyl repairs; having the front seat cushions restuffed; sitting in empty engine bay for days on end degreasing and cleaning the “visible” surfaces; painting the engine bay (the visible parts anyway); rejoicing when my Florida friend and MK III expert offered to rebuild a latch that was broken on the rear vent window mechanism which cannot be purchased (you can never have too many of these friends). Just now cutting new patterns for the footwells in the piece of Wilton wool carpet I purchased. I found a carpet binding product that does not require sewing!

I’m about done with the little things... Hmm, maybe there is one more thing I can do....

Hoping for a complete car by New Year’s Day!



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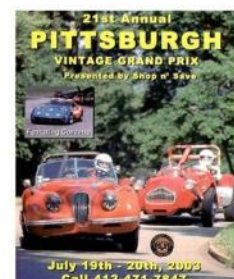
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# KID's ART ON A CART

By Leo Kob

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## Better than a barn find...

Marty & I drove our 1959 Austin Healey Bugeye Sprite on its maiden voyage the weekend of DVJC's Fort Washington Park outing on October 18. Picture perfect day, and a couple of new/potential club members attended. We told the story of the car's evolution to a few DVJC members, and they suggested we repeat it in *The Purr*. So here goes.....

I've owned Austin Healeys for over 40 years. All have been 1962 3000 cc models. At Healey Club (AHSTC) events we began to warm up to the little Bugeye (Frogeye on the other side of the pond) Sprites as their numbers increased (almost exponentially) but there were too many projects in our queue to seriously consider another.

As the years rolled on we started discussing colors and engines, and where to store it if the right one appeared. We were at the annual 2014 AHSTC event held in Paradise, PA. Ground zero is a hospitality room open from noon until 5PM daily. On this occasion, a fellow clubber (Pete) who owns an LBC service shop in Moorestown announced he received a cold call the week before from a gentleman in NJ who was offering up his Bugeye due to age/health. He wanted to sell it this week. I knew the club's president was in the market for one, so I quickly asked him what condition it was in: "belonged to his wife before they were married, taken off the road in 1968, then partially disassembled and stored in his heated basement. Second to his wife he fell in love with restoring mahogany boats. So the car sat in his basement for over 40 years!! All original, complete, and essentially rust free!" Pete offered up that he would have kept it if he had the space and time to restore. Business was just too good at the time.

So, I figured I had about 10 minutes to get a thumbs up from my better half before the

club president arrived. Ironically, two recent events turned on a mental light bulb....

- We had been sorting out our 7 kids' secondary & high school memorabilia, much of which was doodles, sculpture, photos, art class projects, and some writings at home for several months.
- A load of pedestrian wayfinding signs was delivered for a construction project at work by the printer in a small colorful van wrapped in vinyl a week or so earlier. He was more than anxious to explain the process, and noted it is removable without damaging a quality paint job.

So there was my hook. I suggested to Marty we restore the little rolling tub and wrap it in our kids' art rather than have it stuffed in boxes in the attic and reminded her our present would be coming in shortly. Already having had a couple glasses of gratis wine helped my cause.

It was a five-minute or so pause before her thumbs up. Pete didn't have any photos, but I was ready to pull the trigger. I asked him for a delivered price to our home and wrote the check.

Upon delivery a couple weeks later I inventoried all the parts (only a couple of items missing) and dragged the rolling chassis to another buddy's barn in Lancaster County where we have restored cars for years. Pete was spot on about the sheet metal - we only replaced the right front quarter panel and patched in heavier gage floorboards to add rigidity. These little puppies were a collection of compound curves that trapped water from bow to stern, thus making this dent-less, rust-free one too perfect to believe. Only took a day to have it ready for media blasting. In the meantime we asked the kids what background color should be used. That took



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## KID's ART ON A CART (continued)

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awhile. I naively thought at the time the wrap's background was transparent. We ended with my painter's recommendation: Ford's generic white (same paint code for over 50 years).

So, now we had to work our way through the wrapping process. Luckily an artist friend of ours also has a graphic arts business. Marty and I sorted through all our kids' stuff and pulled out several dozen candidates and photographed the pottery. Off went all of this for high-resolution scanning (not cheap).

I had a vision of pasting everything all over the body. But George (artist) observed the car would look like a leopard with small-pox beyond 10 feet. So, a lot of money wasted on scanning. I turned over the decision-making to George and Marty. We wanted to make sure all seven kids were represented.

Meanwhile, I made a shipping paper/masking tape profile of the car's one side, and took all kinds of measurements so George could set up the digital language to turn over his digital file to the company that actually creates and installs the wrap.

A month or so later I dragged the rolling chassis to the "wrapper" (ASI) in Pennsauken, NJ., armed with a "stick" containing George's digital program. ASI does funny cars and customs, as well as serving their bread-and-butter commercial fleet clients.

To my amazement it was done in a week, with no fit-up problems. I promised to have it photographed for promotional use when fit-out and when the interior and drivetrain were complete.

Another trip with the U-Haul dolly and our rolling art cart settled into the tool shed, awaiting completion of our '67 XKE coupe. By dumb luck the wrap's white background matched the Ford's paint so the underside of

bonnet and boot blended nicely.

In the meantime I grabbed a Datsun 5-speed transmission at an AHSTC flea market, a '59 HP 1275cc block off eBay (the original was only 948cc, 43 HP), and a front disk brake system from an LBC parts hoarder in upstate NJ.

Work resumed in late 2018, holding a couple dozen weekend tech sessions of AHSTC members, many of which really knew the DNA of Bugeyes. The engine and tranny were rebuilt by my long-time mentor, John Davies, who was over 80 at the time. A native Brit, he has been pulling spanners for 50 years. He literally finished the "bloody twit" on his death bed a year ago. It still needed the distributor and final tuning when cancer forced him to close his shop. Being John, he ordered his son and a friend to carry the block into his living room where he finished it, reaching out from his rental hospital bed. A final victory for the Union Jack!!

A couple weeks later (Thanksgiving weekend) I was helping his family "de-leaf" the yard and button things up for winter when he climbed his stairway to heaven. Last summer an auction of his shop's tools & inventory was held. I was able to buy the bright red MAC Tools timing light and dwell/tach test set we used together to fire up all my LBC's over the years. Guys like him aren't hatched anymore.

The engine fired right up after our club's tech team slipped it into the engine bay (after cutting a pretty severe curf in the transmission bellhousing).

One footnote - when installing the lights and trim on the bonnet I noticed some peeling of the wrap around the headlight "bulges" and lower edges. The shop in Pennsauken advised that sunlight exposure is important to maintaining the wrap's adhesion. Seems counter-intuitive but I admitted it had been in

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## KID's ART ON A CART (continued)

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covered storage for about two years after initial installation. I loaded the bonnet into a pickup truck and they re-wrapped it overnight. Luckily, George still had the digital file.

What a difference in handling compared to the "Big Healeys." Both cars were designed by Gerry Coker. He and his wife have attended numerous AHSTC annual "Encounters" over the years offering many funny anecdotes about the development of both cars. He said Donald Healey, wanting to meet a certain price point to make his cars the choice of American GI's stationed in Europe after the Big War, kept shaving off many of Gerry's favorite touches such as retracting headlights, a trunk lid on the Frogeye, and eliminating the fold-down windscreen on the Big Healeys after a couple of years, etc.

There is an interesting tie between Healeys and Jaguar. Jaguar North America's president when under Ford's umbrella was Mike Dale. His first job after leaving the RAF was with the Donald Healey Motor Company's home dealership. He quickly became a

terror on the SCCA circuit, garnering the 1973 national championship in H-production class piloting a Series 1 Sprite. These little demons were challenged only by Abarth Fiat for over 15 years in this SCCA class. His competition Sprite was recently unearthed in the Midwest, an incredible barn find. Apparently Mike did not keep his racecars, preferring to retain a significant collection of WWII vintage planes.

As co-chair of AHSTC's 2015 annual meet in Gettysburg, Marty & I had the honor to dine with the Dales and Cokers, who were the event's awards banquet guest speakers. That week remains one of our most memorable auto events. The ladies even got Gerry to don a dress for an afternoon fashion show and tea while Marty played the harp.

Next step - get a hood (top) for our newest baby and start a preservation on another deceased friend's 1966 XKE roadster we acquired in 2017....very nervous about pulling this off (no second chance if something isn't treated properly during "refresh").

Motor on!!!!



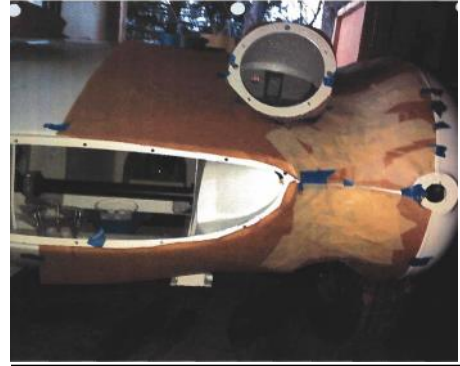
The Kobs at the October 2020 DVJC breakfast at Fort Washington State Park.

**More photos on the following page.**

# KID's ART ON A CART Photos



Only required rust repair.



1/2 body profile mock-up for George's digital layout.



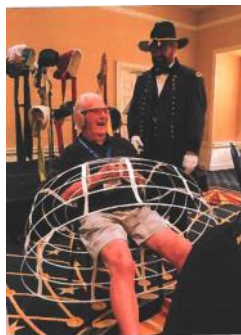
Ford's generic white single stage enamel paint.



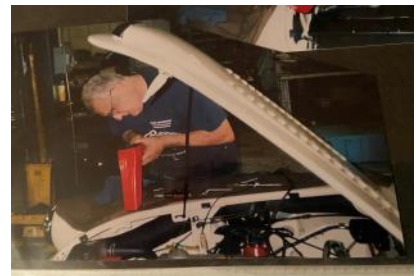
Curf cut Datsun 5-speed tranny.



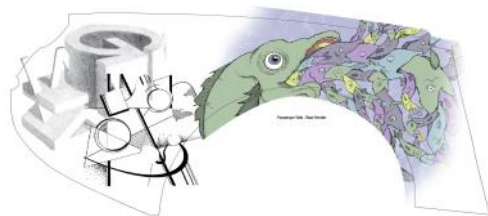
Original 948cc engine.



Bugeye Sprite designer Gerry Coker being fitted for hoop skirt



JD with his favorite weapon.



George's layout of RR fender.





# KID's ART ON A CART Photos (continued)



Back



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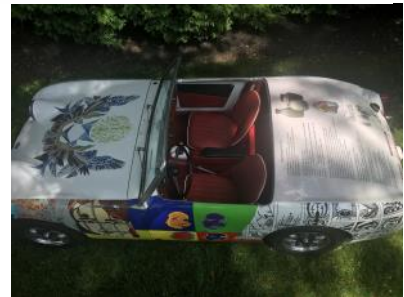
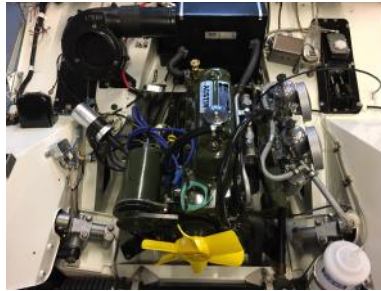
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Approved by: \_\_\_\_\_ Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

ASI's pre-wrap proof



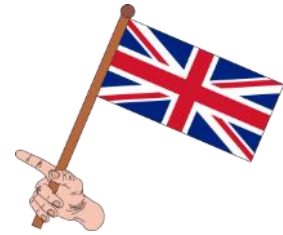
Expensive bumper stickers.



Mike Dale's Bugeye Sprite raced from 1972 to 1992.



## 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](mailto: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 Joseph Lorini's story on page 15, Leo Kob's tale on page 17, Milan Moncilovich's article on page 26 and Max Sandler's report on page 28.

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Leonard Jensen & Simone Spicer  
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Cristea Valentin  
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Allan Horwitz & Linda Harley  
Philadelphia, PA

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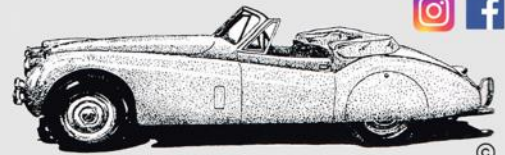
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# My Jaguar Experience?

By Milan Moncilovich

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Back in 1997, my wife and I went to a BMW dealership looking for a 3 or 5 series for her. We pulled in and started down the pre-owned isle. Half way down, she stopped in her tracks and said “I found it”!! Found what I said? We haven’t even started looking!!

She hurried over to a 1992 XJ6 that was British racing green with saddle interior and Dayton wire basket wheels and said “I want it”. I quickly replied; “no you don’t” and asked the salesman if it came with a roll back. It was a beautiful car with lots of chrome, but I wasn’t going to let her seduce me or my wife. Again, I argued my case about poor reliability, outrageous service fees and parts, etc., but to no avail.

I had always had an eye for Jags, but didn’t know my wife did as well. We wound up pulling the trigger and took it home that day. It was her car until our son came along (SUV time) and then it was my daily driver. Twenty-three years later, I still have the car (although it is in storage but will be coming out next spring). I had caught the “Jag” bug and in 2005 I purchased a 2000 XJ8 (mistral blue with oatmeal interior) and was, by far, the best



car I have ever owned and over the years I received so many compliments like “Love your car” and “I have always wanted a Jaguar”.

My son started driving it in 2017 to school and work so it was time to get something for me. I made the mistake of trying something different with a 2011 Mercedes E350 sport. Huge disappointment and after 3 years I traded it in on a 2016 XF Portfolio and never looked back. Two years ago, I then purchased a beautiful 2000 XK8 for my son to drive, because the XJ8 had run its course with 152,876 trouble free miles. However, his overprotective mother wanted him in a bigger car so he is now the primary driver on the XF and I have the XK as my daily.

I had always loved the elegance and style of Jaguar from the time I was 8 years old and got a Revell model of a 1963 E Type for a birthday present. I’m hoping one day I can own a full-scale E Type once I start on that retirement glide slope.

I wish everyone happy holidays and hope we can gather for some festive “spirits” in December!



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# My Jaguar Journey

By Max Sandler

I cannot think of a time when I didn't love cars. I decided recently to sit down and take stock of the cars I've owned over the years. The list exceeded 25 and those were only the "fun cars", not the daily drivers and were limited to what's left of my memory. Also, I realized that I very rarely owned less than two cars or more than four at any one time, which speaks to either my passion for automobiles or proof of my insanity. Most of the



Max & his 2000 XK8

cars were imports and purchased in the late 60's through the early 80's when their depreciation and often dubious mechanical condition made them affordable. These were almost always impulse buys, based primarily on emotion, unhampered by logic or reason, and each one taught me something about the limitations of both my budget and mechanical ability. There were/are several Jaguars, a few oddballs (a Citroen CX and a Lancia Flaminia) a few Alfas, Saabs, Mercedes, and a drivable Ferrari that I purchased for the princely sum of \$ 2,800! Aside from the usual complaint of "if I'd only held on to these cars..." I have very few regrets (perhaps the Ferrari). But this is about Jaguars, so I'll leave it at that.

My first Jag was a 1958 XK-150 which I drove to Montreal and back with only one electrical problem (non-Lucas related). The car's two six-volt batteries are located in the fender wells behind the front wheels and therefore subject to rust damage. One of the batteries dropped down through the floor of its compartment while on the New York State Thruway and, for some reason, didn't break. A scrap piece of lumber wedged in the battery compartment took care of that. I also got a speeding ticket from a trooper who told me, "I clocked you at 110 and it took me 5 miles to catch you." Fortunately for me, he was an enthusiast and, after a brief conversation about cars, I got a ticket for going 9 mph over the limit! At that point, I was somewhat hooked on Jags and decidedly devoid of reason.

The next one was a 1959 3.4 Mk 1 sedan into which I shoehorned a 1964 XKE engine. I had to cut out part of the right front wheel well to make

it fit, effectively reducing the future value of the car for someone else, not my finest moment. This was followed by a 1963 3.8 Mk II and a 1972 XJ6. At that point, a bit worn down by repair and maintenance issues, I turned to the dark side for the next 25 years with an assortment of German, French and Swedish cars which, while arguably more reliable, lacked the Jaguar combination of soul and beauty which were traded-off for practicality. In 2014 I returned to the fold with the purchase of a 2000 XK8 convertible which, I'm proud to say has never ridden on a flatbed. But it does burn oil, emit brief periods of smoke, and somehow chipped an exhaust valve which cost me almost enough to believe that I was buying the car all over again. I also joined



Max & his X-Type Estate.

DVJC which gave me the opportunity to trade stories and problems with other Jaguar owners. Over the past two years I purchased an X-type Estate Wagon and an X-Type Sport, the latter with a manual transmission. Both cars were originally from Georgia and Ohio respectively and both were purchased sight-unseen in a display of faith on my part, but which were exactly as advertised. From time to time I come across other tempting deals (mostly on XJ sedans) but, showing uncharacteristic wisdom and maturity, and with the desire to maintain my relationship, I've walked away from them (so far), but never say never!



Amog his many talents Max is a musician. Here he is at the keyboard.

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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\*\***
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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).

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### \*\*\*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.**



# CLASSIFIED



## 1957 XK140 roadster .

Excellent strong driver following complete engine rebuild (\$10,000.). Car restored in 2006 with less than 7000 miles since rebuild which included bare metal repaint, new interior, top, chrome, side curtains, new wiring bundle etc. Multiple first place



wins in driven class at June DVJC Concours meets. Always garage kept.



Contact Bob Costello , 215 542 9941 [rocostello1@verizon.net](mailto:rocostello1@verizon.net).  
Price \$86000.



## 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](mailto: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](mailto: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](mailto: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](mailto:sas@autospca.com)



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## 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](mailto: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](mailto:sas@autospca.com)

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## 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.

# CLASSIFIED

## 2003 XKR Convertible



Superb 2003 Jaguar XKR Convertible with only 17k miles! Super rare Jaguar Racing Green over Cashmere leather with Walnut wood trim, rare 20" DETROIT wheels, rare RECARO seats, super rare Adaptive cruise control, and special order Brembo calipers with cross drilled rotors all around. Super clean car!



Please visit <http://terravali.com/03xkrJRG17k> to view 300 pictures of this car, original factory specs, carfax history report and all other details you may need to make an informed decision. MSRP was this close to \$100,000! Buy it for a fraction of the price! Call Val now at (919)624-3033 and set up a time to come by and test drive this car.



## 2005 XKR Convertible



Superb 2005 Jaguar XKR Convertible with only 61k miles! Rare Ebony on Charcoal leather with Walnut wood trim, rare 20" SE-PANG wheels, and special order Brembo calipers. Clean car, no accidents, all service records since day 1!



Please visit <http://terravali.com/05xkrBlk61k> to view 300 pictures of this car, original factory specs, carfax history report and all other details you may need to make an informed decision. MSRP was this close to \$100,000! Buy it for a fraction of the price! Call Val now at (919)624-3033 and set up a time to come by and test



I'd heard owning an E-Type was an all consuming experience  
but I didn't think it meant this!





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

**UNION PARK JAGUAR**  
WILMINGTON, DELAWARE

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

**UNION PARK JAGUAR**  
WILMINGTON, DELAWARE







# 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 Sjoreen, 920 Ivycroft Road, Wayne, PA 19087**

Jaguars Owned				
Year	Model	Body Type	Color	Memo

**Emergency Contact Information**

Full Name: \_\_\_\_\_  
*Last First M.I.*

Address: \_\_\_\_\_  
*Street Address Apartment/Unit #*

\_\_\_\_\_  
*City State ZIP Code*

Primary Phone: \_\_\_\_\_ Relationship: \_\_\_\_\_

Direct questions to: [membership@delvaljaguarclub.com](mailto:membership@delvaljaguarclub.com).



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THE JAGUAR'S PURR BY THE DELAWARE  
VALLEY JAGUAR CLUB

Editor : Pauline and Brian Craig  
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Philadelphia, PA 19128-4418

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sure to send you a replacement copy.

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