
The Jaguar's Purr©

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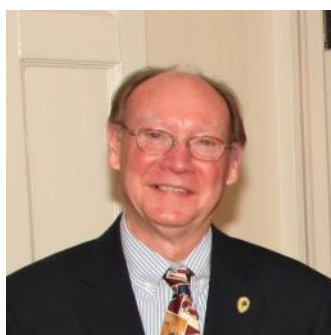


January 2021

DVJC 2021—2022 Officers and Directors



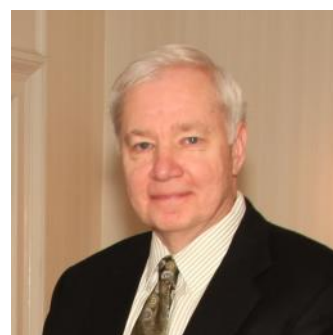
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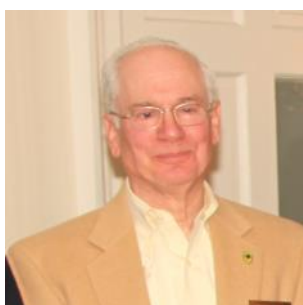
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Gregory Morrison
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Jim Sjoreen
Treasurer



Mike Wolf
Director



Tom Shaner
Director



Anthony Tinari
Membership Director

The election results are in. Congratulations to the officers and directors of the Delaware Valley Jaguar Club elected for the 2021—2022 term. This cover may look familiar. Apologies from the editor. The lack of activities as a result of the pandemic calls for drastic measures. However, as our elected officials are such handsome and distinguished individuals they provide an interesting cover under any circumstances.



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 35 & 36 to update information. See page 6 for more information.

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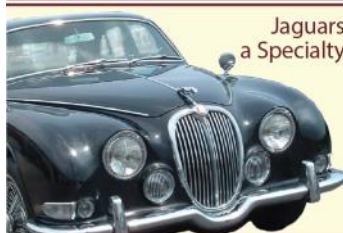
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ADVERTISING RATES

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

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

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DVJC OFFICERS INFORMATION

President	Bill Beible	610-223-1051	President@delvaljaguarclub.com
Vice President	Paul Trout	610-286-5701	VicePresident@delvaljaguarclub.com
Treasurer	James Sjoreen	610 989-3860	Treasurer@delvaljaguarclub.com
Secretary	Gregory Morrison	302-234-2712	Secretary@delvaljaguarclub.com
Directors	Tom Shaner	215-628-0734	Directors@delvaljaguarclub.com
	Mike Wolf	610-964-1104	Directors@delvaljaguarclub.com
Director of Membership	Tony Tinari	215-850-1500	Membership@delvaljaguarclub.com
Web Master	Brian Craig	215-483-5861	bhc166@aol.com
Speaking of Things Jaguar	Paul Trout	610-286-5701	pgtgt@aol.com
Editor	Brian Craig	215-483-5861	bhc166@aol.com
Advertising	Bill Beible	610-223-1051	bill.beible@gmail.com
Awards	Paul Merluzzi	610-696-3221	pawlym@aol.com
Concours Chair	James Sjoreen	610 989-3860	Concours@delvaljaguarclub.com
Chief Judge	Alan Brown	609-658-9467	ChiefJudge@delvaljaguarclub.com
Photographer	Brian Craig	215-483-5861	bhc166@aol.com
Club Historian	TBD		
Club Merchandise	Noe LaFramboise	609-771-1230	jagnoe@att.net

Upcoming DVJC Events

April 17, 2021

10:00 A.M.—Noon

*We will be socially distancing
at tables in the park.*

**DVJC Breakfast of Fort Washington State Park
6250 Joshua Road
Fort Washington, PA**

*For more information [click here](#) or contact
Tom Shaner at directors@delvaljaguarclub.com*

May 15, 2021

10:00 A.M.—Noon

*We will be socially distancing
at tables in the park.*

**DVJC “Spring Fling” at Ringing Hill Fire Pavilion
815 White Pine
Pottstown, PA**

*For more information [click here](#) or contact
Tom Shaner at directors@delvaljaguarclub.com*

May 21—23, 2021

**Pumpkin Run Rally
Millsboro Volunteer Fire Co., Millsboro, DE**

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

June 5, 2021

**DVJC Annual Concours d’Elegance
Historic Hope Lodge, Fort Washington, PA
Save the date.**

*[Click here](#) for more information or contact Jim Sjoreen,
concours@delvaljaguarclub.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*

Note: Keep an eye on your emails. Your officers and directors are planning “Flash Drives.” Further details will be sent via email.



Your Monthly Bill *January 2021*

Grace, space and pace??????



NO, YES and NO!!!!!! Like I know many of you are, I am sometimes seduced by classic car websites. This time, however, I found this car “on purpose.” Talking with a neighbor some months ago, Nancy mused about owning a ’51 Buick for two good reasons, her father spent his entire career with Buick Motor Division and we were born in 1951. A few days prior to Christmas, we took a field trip to central NJ to see this car. It was a beautiful day for a drive to see this car in all its glory. It is certainly a gleaming example of cars of another era! Slipping into the front seat, I felt as if I was sitting on an old sofa in a Hummer behind a steering wheel the size of a truck tire. On the test drive, I realized that the single most important driving skill is ANTICIPATION! Even the slightest change of direction means turning the wheel fifty feet in advance of the curve. And the brakes are good for slowing down – but not for stopping! As we drove along and discussed the car, I commented that we enjoy cars because they are fun to drive. This machine was not graceful, definitely had an abundance of space but certainly did not demonstrate the pace to which we have become accustomed ... it was work, definitely not fun! So, we returned to the dealership, gawked at a few other unusual cars and then hit the road to return home. All in all, it was a fun day together.

2020 has certainly been “memorable!” I doubt that anyone was late turning the calendar forward.



2021 is poised to be a special year in many ways including in our universe of “Grace, Space and Pace.” The E-Type debuted to worldwide acclaim at the Geneva Motor Show sixty years ago in March 1961. Thirty-five years later (1996), its spiritual successor, the XK8, was introduced at that same event. Paul Trout has more to say about that in “Speaking of Things Jaguar.”

2020 saw the emergence of numerous authors of entertaining and informative *Purr* articles, the advent of online voting for officers and directors and the debut of our very own YouTube video stars. I encourage more of you to submit your personal articles. They are a great vehicle for getting to know each other better and for new members to introduce themselves.

“Judging the Jaguar E-Type,” the YouTube video starring Alan and Margaret Brown with Jay Greene as producer/director, has gone viral. It has been viewed more than 1800 times and is posted on the JCNA website. Several JCNA clubs will be using it as part of their judges training for the upcoming Concours season.

“Thank you” to Paul Merluzzi for managing nominations and the election of club officers for the 2021 - 2022 term. We were fortunate to have had a full slate of qualified candidates and the online voting app that Paul used enabled voting by twice the number who normally vote at the “in person” elections held in December. Please support the work they do on your behalf and volunteer to help carry the load. In addition to our elected officers and directors, I want to thank Rich Rosen who formerly served the club as a director and continues to do so as Slalom Chairman and the co-organizer of the annual Spring Drive.



2020 began with a busy January kicked off by the “Best of Britain” show at the Simeone Museum and continued with our annual Holiday Party at the William Penn Inn and a trip to the RB Collection and America on Wheels in Allentown. Following our February breakfast at the Spring House Tavern, everything came to a screeching halt. While the typical rhythm of events was not the same for the rest of the year, DVJC found many ways to enjoy the great outdoors including the first ever “flash drive” and BYO picnic on Concours weekend, several outdoor BYO breakfasts, Jaguars at the Drive In (NJ), the Bridges and Barns tour and BYO lunch in northern Chester County and the recent hoagie lunch at the Classic Auto Mall.

Sadly, we remember friends and former members who died this year: Mike “Timex” Tate, Grace Smith and Steve DeVeber.

Stay on the lookout for more flash drives during the next few months. The routes are “ready to go” and just waiting on “good weather & decent road” days. We are also trying to come up with some other safe, winter weather activities. If you have any ideas, please speak up.

We are well into membership renewal season. Thank you to all who have paid their dues. As of now, well over 2/3 of our members have paid. To maintain uninterrupted delivery of the Jaguar Journal it is essential that your dues are paid before the January 25th cutoff date.

Our next board of directors meeting is January 12 using WebEx conferencing. Meetings are open to all members. If you would like an invitation, email me to be included on the invitation.

Keep the faith. Things should be getting back to normal as we move through 2021.

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, 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.

J.C. TAYLOR

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Membership Musings

January 2021

I'd like to take a moment of your reading time to introduce myself to those of you whom I have not yet had the pleasure to meet. I'm the newly elected DVJC Membership Director, and a relatively new club member myself. As I've remarked to several of you, when I was asked to seek this office my response, only partially facetious, was "I don't know what I did to deserve this, however I promise I'll never do it again." In any event, although somewhat daunted by the task, with your help it's my intention to serve DVJC in two important respects: maintaining and strengthening relationships with current members and attracting and recruiting new members.

In future issues of the *Purr*, I plan to use this space to keep you updated on strategy and tactics to achieve those goals, and I will doubtless solicit your assistance. Obviously, we are coming off a difficult year in which many of the activities that contribute to the vitality of DVJC had to be postponed or cancelled altogether. I know the club leadership is keenly aware that those events are key and critical to the value proposition of DVJC membership. My own feeling is that creating a dividend on your membership investment in alternative ways will be our collective challenge while we await a return to some greater normalcy. In fact, this will be an ideal time for us to explore some new ways in which to stay connected with one another. (Subtle but shameless and unapologetic plug for the new DVJC Instagram account, about which see the article elsewhere in this issue.)

In any event, all of this got me thinking about why is it that we are automobile enthusiasts in the first place? As I was pondering that, I came upon an interesting article by Bruce McCall in the December 12, 2020 edition of *The New Yorker*

entitled "My Life in Cars". McCall is a former advertising industry copywriter and executive who spent a career at prestigious ad agencies managing the accounts of clients like Chevrolet, Ford, and Mercedes-Benz. As he puts it: *"Mine was close to the last generation of car nuts. Since my time working on car ads, automobiles have morphed into emotionally neutered large appliances, competing more on entertainment than performance, dulling risk with technological interventions that replace the need for judgment. This is good for safety and inarguably progressive -but it's heading into a tomorrow where we'll all be guests in our automated self-driving blobs. Driving under the proper conditions-the right kind of car, small, light, and responsive to the slightest touch-made driving a sport and a pleasure, with a frisson of underlying danger to penalize lack of skill. I look back and see that I had lucked into the romance of driving at its fervent peak."*

If that resonates with you, as it did with me, then my fellow members you're in the right place and we're all in for a great ride!

Tony Tinari



Tony and Mary Alice Tinari with Tony's 1958 XK 150.



Speaking of Things Jaguar - January 2021

By Paul Trout

Jaguar Anniversaries Coming Up

We are finally moving on out of 2020 and I have to say I'm glad to have that one behind us. Hopefully things will eventually become a bit more normal the deeper we get into 2021. Jaguar has a couple of notable anniversaries coming up in 2021. The E-Type will mark sixty years of being the "*The Most Beautiful Car in the World*". That according to the late Enzo Ferrari. I suspect more than a few DVJC members also feel that way. The mighty and iconic E-Type is unquestionably worthy of celebration at any time for its timeless beauty and exotic sound. Sixty years on, it is still a breathtaking, drop dead gorgeous, head turning rolling work of automotive art. The Museum of Modern Art in merry old NYC even has one on permanent display.



Back when the E-type turned fifty there were massive celebrations around the globe. DVJC, in fact, had a grand celebration in June of 2011 with an assembly of nearly fifty E-Types in Valley Forge Park.



Jaguar, aside from sponsoring numerous E-Type events in various locales across Europe, marked the golden anniversary with the introduction of, at the time, the

quickest and most powerful production Jaguar ever to roll off out of Brown's Lane; the XKR-S. With 550 horses it made 0-60 in 4.2 seconds and then could proceed on to 100 in 8.6, it was the real deal. For some strange reason, other than it looked great in it, the XKR-S was most popular in French Racing Blue. I believe we have one in that color among the club's registry.



Moving on ten years later, Jaguar will mark sixty years of the E-Type with not one, but two commemorative automotive offerings. First up is the E-Type 60 collection. Jaguar Classic will be offering six pairs of 1961 Series 1 E-Type Jaguars fully restored to the exact specifications of the famous 9600 HP Coupe and the 77 RW Roadster. Yes, you read that correctly. You must purchase the set of two factory restored E-Types. Time to expand the garage again....

The stories behind the 9600 HP and 77 RW are nearly as iconic as the cars themselves. On March 16th 1961, 9600 HP, a hand built prototype E-Type Coupe in Opalescent Gray, was loaned discreetly to motoring journalists from Autosport, Motorsport, the Telegraph and the Times to prepare road test specs and impressions for advance feature articles. After the tests, Jaguar public relations boss Bob Berry drove it through the night in order to arrive in Geneva, Switzerland for the first public unveiling. He arrived with just 20 minutes to spare before the start of the journalist drives prior to the show. According to legend, Lyons greeted him with "Good God Berry, I thought you'd never get here". The car was quickly wiped clean and Berry, after having driven all night, began giving journalists spirited rides on a local hill climb course.

Speaking of Things Jaguar - January 2021 (cont'd.)



The Jaguar was so popular that Lyons quickly realized the need for a second car. He rang back to Coventry and told whoever answered the phone "*Get Dewis, wherever he is, to drop everything, and bring the open-top E-type over.*" Now Dewis was Jaguar's top test driver and knew the E-Type and its capabilities quite well. Again as legend has it, he completed the 600-mile journey from Coventry to Geneva in just 11 hours, at an average of 68mph. Dewis admitted later that more than once on the journey he proved the 150 mph top speed claim of the E-type. That OTS, in British Racing Green, was 77 RW.



We all know now that the clever launching of the E-Type in Geneva made it quite a hit, but the extent of that immediate success was actually quite unexpected. According to Dewis, "*None of us ever dreamed of the impact the E-type would have. As soon as the press saw it,*

it went through the country like a prairie fire. The idea of a 150mph Jaguar that was only £2,000... to get a Ferrari you'd have to wait six months; it would cost you five times as much, and probably wouldn't do 150mph on the road. Of course, the orders came flooding straight in. We weren't envisaging mass production, so we had to get a new track laid down in the factory, just for the E-type." Lyon's plan for the E-type was a limited production run of 250. He took over 500 orders at the Geneva show alone.

After use as a press car, 77 RW eventually was sold to Michael Killgannon who in 2000 graciously put it on permanent loan to the Jaguar Daimler Heritage Trust. The Trust completed a restoration where it currently resides on display in their museum.



And occasionally is driven by Royalty.



9600 HP has a bit more storied history. Hand built as a prototype, its 3.8 liter six has numerous D-Type modifications and the tailgate was made of aluminum, so it is lighter and more powerful than the production models. I'll bet Bob Berry, who had raced D-Types in the fifties, had quite a spirited drive to Geneva. Being first on the scene at Geneva, the car was mobbed by journalists and everyone wanted a photo of it with Mr. Lyons. Consequently 9600 HP appeared in every newspaper and magazine the next day. After returning from the show 9600

Speaking of Things Jaguar - January 2021 (cont'd.)

HP was relegated to the role of Jaguar press car and at one point was driven by Stirling Moss to celebrate the opening of the first automatic car wash in the UK. After press car service it was sold to film director Paddy Carstairs (I didn't make that name up; he did. He was born Nelson Keys.), best known for directing "Lassie from Lancaster" and a couple of episodes of "The Saint". "The Saint" was a popular spy drama series in the sixties that starred Roger Moore as Simon Templar. Templar drove a white Volvo P1800 which greatly increased the car's popularity. Jaguar missed an opportunity on that one. The producers of the series had approached Jaguar for an E-Type for Templar. Jaguar turned them down. The Swedes however responded with a resounding Ja!

Carstairs passed the car to former Jaguar and Aston Martin works race driver Jack Fairman. Fairman was paired with Stirling Moss in a Jaguar C-Type in the 1951 Le Mans race, but failed to finish. Fairman eventually left the 9600 HP to deteriorate in a barn.



In 1997 9600 HP was purchased by famed Jaguar historian, motoring author and publisher Phillip Porter. Porter made use of 9600 HP as a resource while writing his definitive history of the Jaguar E-Type. Unfortunately he did little else with the car and again it sat deteriorating in a barn for the next couple of decades.

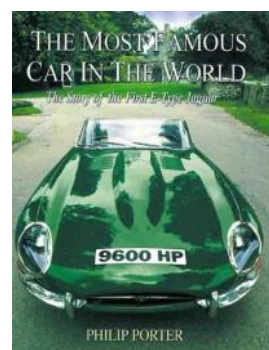
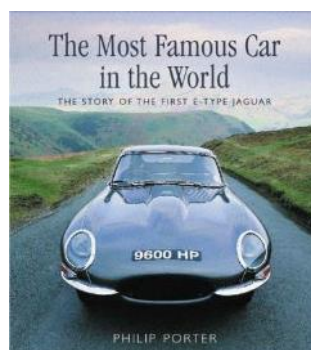


In 1999 Porter commissioned Classic Motor Cars to

perform a complete restoration. Every original part of the car that could be salvaged was utilized to recreate the Jaguar craftsmanship of its construction which was described as anywhere from superb to "*hurried development bodging*".



After the restoration 9600 HP again made the classic run from Coventry to Geneva to celebrate the E-Type's 40th anniversary and has appeared in several episodes of "Top Gear". In 2002 Porter wrote a book about 9600 HP titled "The Most Famous Car in the World".



Interestingly, the original publication cover shows a front on shot of 9600 HP clearly showing it as the coupe in Opalescent Gray, but on Amazon's listing for a later edition, the cover photo is of a green OTS with the registration 9600 HP on the bonnet. The write up however describes the car as a gunmetal gray roadster. Quite confusing. Anyway, 9600 HP in all of its former glory was also the subject of Autocar's 5000th road test and was featured at the Goodwood Festival of Speed's Cartier *Style et Luxe* competition, besting some of the most exotic cars in the world.

Speaking of Things Jaguar - January 2021 (cont'd.)



Back to the E-Type 60 Collections.... Each collection will include one “Flat Out Gray” 9600 HP Coupe and one “Drop Everything Green” 77 RW OTS roadster. These unique paint formulations are exclusive to the E-Type 60 Collection.



According to Jaguar Classic the E-Type 60 collection will be strictly limited to six pairs. Restoration of the recently acquired dozen Series 1 chassis for the collections is scheduled to commence in January 2021. Time to get your order in.... I believe the price falls into the category of “If you have to ask, you probably can’t afford it”



As with the introduction of the XKR-S for the 50th anniversary of the E-Type, Jaguar is, to commemorate the 60th anniversary, offering a special edition of the F-Type; the 2021 F-Type Heritage 60 Edition. The Heritage 60 Edition will only be offered in Sherwood Green. Sherwood Green has not been an option since being offered on the E-Types in the sixties.



Each will have the Sherwood Green exterior complimented by a two-tone interior of Caraway Tan and Ebony Windsor Black leather. The seats, separated by a unique E-Type inspired aluminum trimmed consol, will have “E-Type 60th Anniversary” logos stitched into the headrests and the logo will also adorn the doorsills.



The Heritage 60 Edition will be offered in both coupe and roadster versions powered by the 575 HP supercharged 5.0 V8 driving through an eight speed automatic paddle shift gearbox. Performance with that drive train is quite exhilarating with 60 MPH reached in 3.5 seconds and the quarter mile in just 11.7 at 121 MPH. Conveyance all the way to 200 MPH is on tap for the foolhardy, brave or highly skilled.



The Heritage 60 Edition F-Types will be built on the F-

Speaking of Things Jaguar - January 2021 (cont'd.)

Type production line at the Castle Bromwich plant and finished by a special team at the Jaguar Special Vehicle Operations facility in Warwickshire. Production will be limited to just 60 examples. Stateside availability is scheduled for March. Pricing has yet to be announced, but it will surely have a premium above the current \$105k tab for a similarly equipped F-Type roadster.



Oh yes, that other notable anniversary in 2021? The Jaguar XK8 (X-100) was introduced in Geneva in March of 1996. 2021 marks its 25th anniversary. As many of you know, I am sort of a fan of the X-100 Jaguars, so I'll have a bit more to say about their quarter century as we move into their Silver Anniversary year. So far Jaguar has been silent on this one. Perhaps it will be up to the Delaware Valley Jaguar Club to find an appropriate way to celebrate twenty-five years of the XK8. I'm not sure we can pull off introducing a commemorative edition of a Jaguar, but we'll see what we can do...

As we enter this New Year I would like to wish all of you a Happy, Healthy, Jaguar Kind of Year! I think we all deserve one after the last lap 'round the Sun.

Enjoy Your Jaguar!
Paul T

Welcome New Members

Franz & Kathi Fox
Mountville, PA

Gary L & Jean Marsiglia
Frankford, DE

Glenn & Rhona Paskow
West Chester, PA

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My First Jaguar

By Glenn Paskow

I remember walking down the street with my father in 1961. I was in 3rd grade at the time when he spotted one of the first E-Type Jaguars. He stopped in his tracks and he and I circled the parked car. He couldn't take his eyes off of it and I knew this was something special. From then on whenever we spotted an E-Type we always made sure we pointed it out to each other. My father was an engineer and he appreciated great design. That was also the start of what turned out to be an affinity for all things

British. In fact, later in the 60's he was transferred to work in England for 5 years and drove a Rover 3500 while he was there. Although he never owned an XKE (let's face it, it wasn't the most practical or affordable choice for a young family man with 3 children) he always had a special place in his heart for the beautiful and highly engineered marvel that came out of Coventry in 1961.

Until I came back for college I lived for part of the 5 years in England with my family. Is it any wonder that I too developed an affinity for all things British? In addition a friend of my older sister had a Triumph TR3A and he would give me rides from time to time.

I enjoyed tinkering with cars so when I reached my mid-forties I decided it was time to for my first old car. I bought a 1958 Triumph TR3A, British Racing Green, and started to restore it over the next 10 years. I did a "rolling restoration", working on it mainly from the late fall to late spring, and driving it in the summer. I learned a great deal as I overhauled almost every sys-

tem in the car.

Then I sold that car and bought a 1976 TR6, Aztek yellow, and spent the next 5 years restoring that. My plan was to finish that car and spend the next few years enjoying driving it. Now in my late sixties I figured my days of wrangling transmissions out of cars and laying upside down on the front seats to work under the dash were over.



Now let me backtrack a little. Much of the time

that I owned my Triumphs I still secretly had a "thing" for the Jaguar XKE. Every time I went to a British car show I found myself hanging around the E-Type section. Also, I developed the bad habit of taking pictures of XKEs and texting them to my son with the caption, "This would make a good Father's Day present." I even sent him a picture of the E-Type in the Museum of Modern Art in NYC.



That's when I got the signs. First, my son's father-in-law was cleaning out his garage and gave me the book, *A Buyer's Guide to Jaguars*. Reading the XKE section started me wondering if a Jaguar could be in my future. Then I told my best friend about the book and my thoughts and he said something like, "Glenn, if you get an XKE you will not regret it." The 3rd sign hap-

pened when I had a routine meeting with my financial advisor and I mentioned that I was thinking of investing in an expensive old car and he immediately said, "Do it tomorrow."

I called my friend (Delaware Valley Jaguar

My First Jaguar (continued)

Club member) Steve Shultheis and told him what I was looking for. He kept sending me ads and I would spot ones for sale and run them by him. It didn't take that long before I found one at a dealer in California that looked like a good possibility to me. Steve was impressed so he had a friend in California go take a look at the car the next day. Within a few days a deal was struck, wire transfers and documents went back and forth, and my car was on a transport truck on the way back East.

I ended up with what I have heard called a series 1.25 car. It has everything that a series 1 car has except it has open headlights. The color is Carmen red with a black stayfast hood and a tan interior. I absolutely love the car. To me it's more than a car, it's a work of art. Despite my long time admiration for the XKE I really did not know a lot about the details of the car so it was a sur-

prise to me when I had trouble getting in to the driver's seat for the first ride. With Triumphs it was always butt first but Steve taught me that with the XKE its head first. Also that first drive was exciting. I was not used to the power and handling compared to the Triumphs. This is a car that is more like a stallion than a quarter horse.



The car has had an older restoration and is in pretty good shape so hopefully no major work will need to be done, but there are plenty of small jobs for me to handle to make it more show worthy. I'm already poring over parts catalogs and placing orders. I joined the DVJC and look forward

to meeting other members (post COVID) and learning more about my car. Am I happy that I heeded the signs and bought my Jaguar XKE? I think the pictures say it all!

The Mechanic and the Cardiac Surgeon

Contributed By Michael Shavney

A Jaguar mechanic was removing the cylinder head from the engine of an E-Type when he spotted a well-known cardiac surgeon in the garage.

The cardiac surgeon was there waiting for the service manager to come and take a look at his car when the mechanic shouted across the garage, "Hey Doc, want to take a look at this?"

The surgeon, a bit surprised, walked over to where the mechanic was working.

The mechanic straightened up, wiped his hands on a rag and asked, "So, Doc, look at this engine. I opened its heart, took the valves out, repaired or replaced anything damaged, and then put everything back in, and, when I finished, it worked just like new. So how is it that I make £40,000 a year and you make £500,000, when you and I are doing basically the same work?"

The cardiac surgeon paused, leaned over and whispered to the mechanic, "Try doing it with the engine running."

Not A Jaguar In The Snow

By Kevin Fitzgerald

Kevin responded to my call for photos of Jaguars in the snow with these photos. Kevin writes:

You asked about Jaguars in the snow. How about one of the United Kingdom's Hackney ponies sporting a Union Jack blanket, a Good Wood scarf and a Yuletide hat? Snowfalls can create a Kodak moment.

Happy Holidays to everyone in the club from Kevin, Kathy, & Dexy!



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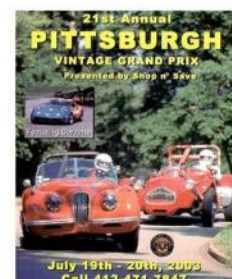
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The Dreaded Rochester Valve!

By Greg Morrison '93 XJR-S

The infamous Rochester valve, known to non-initiates as the Fuel Vapor Pressure Control Valve, has been used on MANY Jaguars and is very often blamed for excess fuel smell in the cockpit, pressurization in the fuel tank, or both. The valve functions in two ways. Vacuum from the manifold attaches to the small port and opens the flow path from Tank to Canister, which is easily tested by applying vacuum with the part off the car and blowing through the tank port—which may take either a MityVac tool or a longer bit of tube from your manifold source. The second way is that when 2 psi is experienced on the tank end, the valve opens, and passes the vapor through to the carbon canister—this too is quite easily tested with the MityVac tool. Jaguar part CBC7714, “no longer available,” located on E-Bay used for GB 30 £.



The manufacturer name clearly emblazoned on the part—and thus the name:



AC-Delco part 214-552, located new on Amazon for about \$22, shown upside down:



See the difference? No? Well, there is none, EXCEPT, you must note the TANK and CAN labels on the two larger snouts—they are reversed from CBC7714, (on CBC7714, the vacuum port is over the TANK port, and on 214-552, the vacuum port is over the CAN port). Installation may require a longer piece of hose to connect to the vacuum port. No strenuous searching is required to get this part—I bought mine at AutoZone.



The Dreaded Rochester Valve (continued)

For the price and difficulty of installation, it is good insurance, but it is by no means the panacea for all fuel vapor difficulties.

Consider this conversation found on one of the Jaguar Forums, it exactly expressed my problem :

“I have a 1992 XJS. When stopped in traffic I noticed a gas smell. When I opened the fuel cap, I had a geyser! Mostly air with a bit of fuel vapor. It continued for MANY seconds.”

Answer from “Kirbert”:

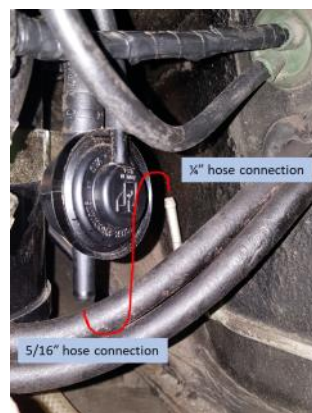
“Was the engine running? Ungood. Your vapor recovery system is plugged. USUALLY this means the Rochester valve is NFG.” (Note: the writer of the article was not able to discern the meaning of this particular acronym. I am informed that other club members who regularly use LUCAS electrical parts may be able to provide decoding.) He goes on to note that “the Rochester valve has proven anything but reliable.”

Kirbert goes on to say that at a minimum, small inline fuel filters should be installed on either side of the Rochester valve to prevent small rust particles or carbon granules from getting into the valve and jamming it.

Two things are worth noting: First is that the Rochester valve is almost automatically blamed for all Jaguar fuel vapor problems; Second is that this part was used on several hundred thousand American cars, as the application chart will show when looking up the part. So is the Rochester valve anything but reliable, or is it ASSUMED, out of tradition, to be anything but reliable? There *must* be something more.

In troubleshooting my system, I dutifully took out each of the valves associated with the carbon canister and tested them per the shop manual. I replaced the Rochester valve with the AC-Delco unit, and I verified that I had good vacuum to the valve. No system change whatsoever. I tossed this around for over a year until I took apart the trunk in preparation for removal of the fuel tank...but upon seeing the number of bolts required to remove the tank, and the awkwardness of the job, I got cold feet. Had I checked everything that I could check before going to that draconian effort? Of course, there was one thing left that I had not previously considered—did all of the hoses allow clear passage? I disconnected all of the rubber fuel hoses from the steel

tube within the front left wheel well, and I blew through each one. Voila! Problem identified...



As Phil Swift says in the Flex-Seal commercials, “But wait, there’s more...” The steel tube takes a 1/4” fuel hose. The Tank port of the Rochester valve requires a 5/16” fuel hose. How did Jaguar use a single hose to connect both ends?

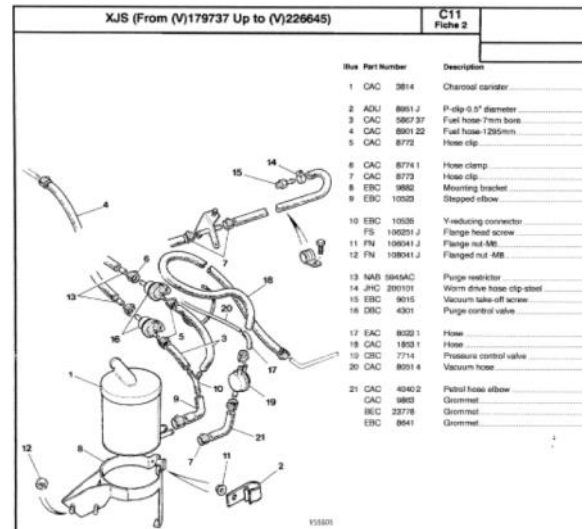
They put a spreader into the Tank port:

The Dreaded Rochester Valve (continued)

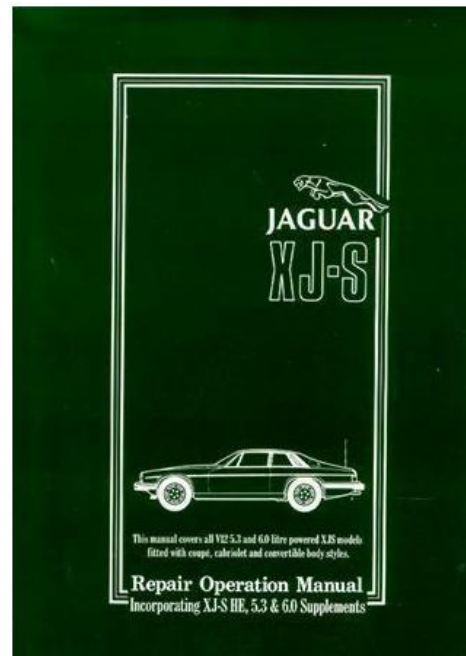


Yes...that hole in the downstream end is exactly 1/16" diameter. The entire functioning of the fuel tank vapor control system depends not nearly so much on the dreaded Rochester valve, but on whether or not there is a 1/16" bit of debris in the spreader piece. That such a critical flow path can be completely blocked by such a very tiny bit of virtually anything, it would seem Jaguar would make clear, at least to its trained mechanics, but where can the part be found?

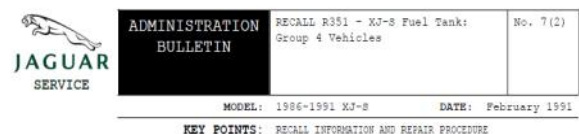
Not here, my XJS parts fiche:



Not here, on any of the 599 pages of the factory repair manual:



Aah...here it is, in recall notice R351:



The Dreaded Rochester Valve (continued)

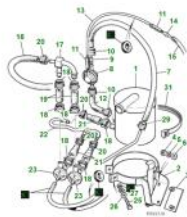
The part is called “Restrictor,” CBC 9506, but no diagrammatic illustration is provided in the recall notice and somewhat vague instruction is included on how to use it. It turns out that “Restrictor” is an exceptionally accurate term for this device, whatever its intended purpose is actually.

I was able to find it by Googling “CBC9506” and on the Welsh website there it is—Part 9. Apparently, their parts fiche is much more recent than mine:

CARBON CANISTER 5.3 LITRE

XJS 1976-1999 - ENGINE MANAGEMENT EMISSION SYSTEMS - ZDA-EXHAUSTIVE EMISSION CONTROL SYSTEM

#	Ref.	Description
1	CAC3014	Carbon canister
2	CAC3005	Mounting bracket
3	CAC3070	Stud plate
4	JLAF0688	Hexagonal nut
5	WNR00051J	Spring washer
6	FW10050	Plain washer
7	CAC30037	Hose
8	CBC37714	Pressure control valve
9	CBC30036	Restrictor
10	CBC30773	Hose clip
11	EAC30321	Hose
12	CAC304002	Petrol hose elbow
13	CAC300379	Vacuum pipe
14	EAC30306	Vacuum dropped hose
15	CBC30011	Hose



That the entire success of the Fuel Vapor Control System, and pleasant, odor-free motoring, should rest on a 1/16” hole seems to this owner as a bit silly. The original owner of my '93 XJR-S told me he had the vehicle back to the dealership three times, and they actually DID remove the tank, final-

ly giving up, without having diagnosed the problem. My line passed NO vapor at all; once diagnosed, it took only a sharp hit on the garage floor to knock out the debris particle. Then the line passed flow fine, but official Jaguar or not, the Restrictor is too small.

As with most repairs, I flattened my forehead a bit more and thought how I should first and foremost have thought of the need for a clear flowpath. Why, of course...it's so obvious...or not. Besides, *everybody knows* that the Dreaded Rochester Valve is the root of all evil.

My solution was to use two pieces of fuel line, 1/4” and 5/16”, with a simple connector between them. (Note: do NOT use fuel injection fuel line, which cannot be stretched at all, and vastly exceeds the psi needs of this system). My maiden voyage of fume-free motoring was on the semi-warm afternoon of December 13, 2020, but upon my return home, I opened the fuel cap and for the first time in six years of ownership, I had no fuel vapor woosh. The true test will come next summer, when the fuel in the tank will expand far more than it did in December, but for now, my vapor line flows free, and there are few feelings to compare with the joy of finally conquering a long-standing issue, and who ever heard of repairing a Jaguar for three bucks?

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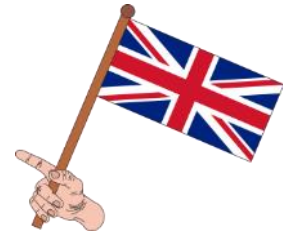
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DVJC Wants You!



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

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

What ignited your interest in the Jaguar marque?

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

How to submit a response

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

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

See 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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DVJC on Instagram

By Tony Tinari

Let's face it. This is the age of social media. Love it or loathe it, or perhaps some of both, it's not going anywhere except to become more ubiquitous every day. So, intrepid car enthusiasts, we need to step up.

If you are one of those rugged individualists who has refused to surrender a flip phone, well we salute your nostalgia for quaint devices. For the other 99.9 % of you, whether from the tribe of Apple or Android, we highly recommend that you download the free Instagram application and join the digital merry-making. To that end, DVJC has now entered this brave new world and established an Instagram presence. We would be pleased to have you join the ranks of followers of the account known as [#Delaware_Valley_Jaguar_Club](#). (Spaces come out as underscores in the language of Instagram.)

This is accomplished most easily by asking any member of the Millennial generation, or younger, to whom you may happen to be related or who lives in your neck of the woods, to set you up on Instagram with your own account. Alternatively, you can navigate your own way through the rather intuitive App, once downloaded. Seriously, there is no doubt that anyone who has ever contended with the mechanical eccentricities of British automobiles can figure this out!

Once you're set up, find our DVJC account using the search function (the little magnifying glass icon) and then hit the blue button that says "Follow." You'll recognize us by the club logo in the account profile. Ba da bing, ba da boom. That's it, You're in!

As I write this, we have 11 followers (some early adopters and, embarrassingly, all of the Millennials who helped me set this up) and about half a dozen posts. This is probably my favorite social media venue. It's like viewing a photo album for subject matter you already know you're going to be interest-

ed in. You can comment if you wish, or not, or hit that heart shaped button (please) for stuff that you like. On Instagram, our community is not limited merely to members of DVJC, but open to the public. In that sense, we are hopeful this will become a useful member recruitment tool. We shall also use the account as a means of communication of club events and announcements, in addition to our existing email blasts and the monthly *Jaguar's Purr* newsletter.

In addition to requesting your enlistment as a DVJC Instagram account "Follower", we would also like to solicit your proposed content for our Instagram posts. This could be everything from those glamour shots of your prized auto, to car events past or present, to your dog sitting in the driver's seat begging for a ride (Think I'm kidding? Just see the accompanying screenshot of our Christmas Eve post.) Those photos for consideration can most efficiently be sent via text to my mobile phone (215-850-1500). Please be certain to include your name and a photo description so we can give credit appropriately. And, of course, failing an adequate response to this plaintive request for content, you will all become sick of seeing pictures of my own cars.



We are also including a "hashtag" (#) identifier (or several) at the end of our posts to link to other relevant Jaguar Instagram content, e.g., posts from Jaguar Clubs of North America, or those relating to the specific model of the vehicle pictured. These links are remarkably interesting to click on; for example, [#etype](#) has over 189,000 posts, some of which are from accounts with over 5,000 posts and hundreds of followers.

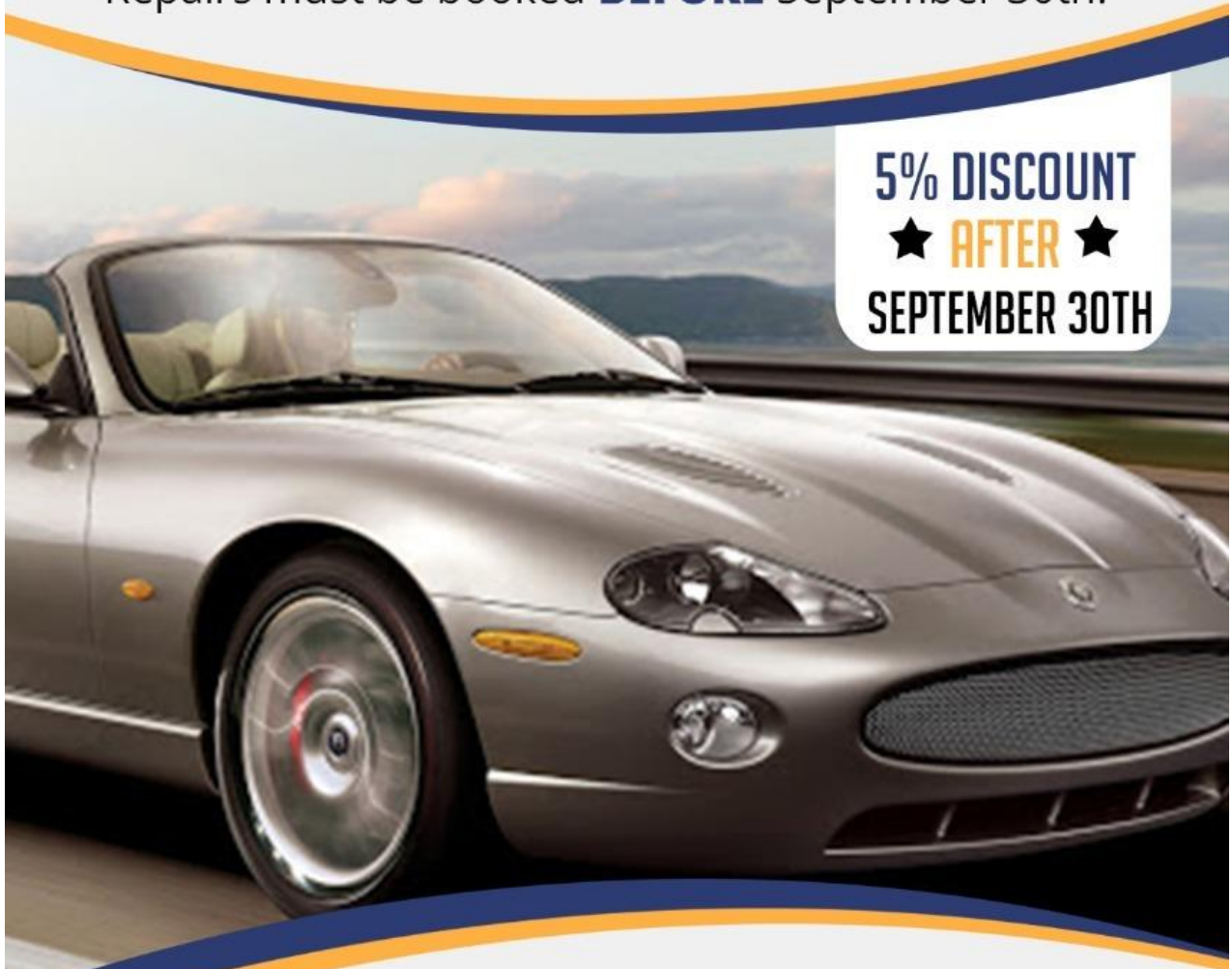
So, thanks for considering this, and we look forward to welcoming you soon to the cohort of DVJC Instagram followers.

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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.

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



10 Years Ago—2010 Holiday Luncheon, December 2010



2010 DVJC Award Winners—Brian Craig, Pauline Craig, Steve Kress, Betty Kress, Ann Perry, Kathleen Costello, Fred Mack, Robert Costello, Dave Borwne, Gerry Kunkle, Jim Shields.

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.



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