
The Jaguar's Purr©

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March 2021

Jaguar C-Type



I was hoping to have a photo from the February “Flash Drive” as a cover photo. As fate would have it the drive was cancelled due to weather. In looking at DVJC archives I saw the Delaware Valley Jaguar Club visited the Simeone Foundation Automotive Museum 10 years ago on February 19, 2011, to see “The Best of Britain.” One of the cars on permanent display, seen above, is a 1953 Jaguar C-Type. It seemed an appropriate photo as Paul Trout’s column this month, *Speaking Of Things Jaguar*, is about this wonderful car. Please see page 10.



You Can Always Renew Your Membership!

You can always renew your membership in DVJC. 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 31 & 32 to update information.

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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

11:00 A.M.—3:00 P.M.

*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

August 7, 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 (see page 7)
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 *March 2021*

DVJC Calendar

By now, I hope everyone has received his or her copy of the 2021 DVJC calendar graced by beautiful rolling works of art.



This has been provided free of charge to every member and to our dedicated advertisers to demonstrate the club's appreciation for your membership and their support throughout the recent difficult times. Kevin Fitzgerald brought the idea to the executive committee which gave its enthusiastic support. A Calendar SWAT team swung into action and completed the project in about three weeks. Please see Tony Tinari's article for more information. Thanks to all of them for their efforts!

Constitution & Bylaws

Last December, Covid necessitated using online methods to conduct our most recent nomination and election of officers. The steps and timing of that process were consistent with the bylaws except "in person" voting was replaced with online balloting. This served as a catalyst for updating our DVJC Constitution and Bylaws to explicitly enable voting and communication using contemporary tools and methods. The officers and directors have completed their review of the recommended revisions which incorporate a range of changes from purely textual "cleanup" to expansion of the Executive Committee from seven to nine members.

Soon, each of you will receive a summary of the changes and a copy of the updated documents for your review. That email notice will also outline the procedure we will use for member discussion of the proposed new version of those documents and the procedure we will use for voting on their approval.



Becoming a "Pure Electric Luxury Brand"

On February 15, Jaguar announced they will achieve this milestone by the middle of the decade "with electric vehicles accounting for 100% of the label's sales by 2030." (Please tell me which year, 2025 or 2030, they will be delivering only cars with plugs and no engines.)

This is actually part of a larger plan to rationalize Jaguar's model lineup and production facilities. Future model offerings will include two SUV's, "two variants of the XK" and one sedan with short and long wheelbase versions. The saloon is described as a merger of the XE and XF into one offering. The Castle Bromwich plant will be relegated to use for SVO and other unspecified activities because manufacturing is being consolidated in two remaining plants. After investing 90% of the money (and several years' time) for development of the all-electric XJ, that low volume product has been cancelled since it cannot be economically manufactured in either of the remaining locations.

Castle Bromwich has a long, rich history. In 1936, the current plant was constructed as part of Britain's Shadow Factory program to add contingent capacity to car plants that could be converted quickly to aircraft manufacturing if the political situation in Europe changed toward war. The site was developed by the owners of

Your Monthly Bill *March 2021 (continued)*

Morris Motors. Despite being challenged by continuous labor troubles, the plant produced over 12,000 Spitfire fighters and many Avro Lancaster heavy bombers. At the conclusion of the war, the predecessor company to Pressed Steel Fisher took control of the factory until taken over by British Leyland.

Jaguar Cars has owned the plant since 1977. It functioned as the body and paint facility feeding many of the beautiful cars we admire to Browns Lane and, later, to Halewood. It's the end of an era. Time will tell if the indignities of demolition befall this plant, too.

Ready, Set, Go (soon)!

Be sure to check the events calendar. With Covid subsiding and spring fast approaching, there are plentiful opportunities to enjoy your

Jaguars with club members and others who appreciate these cars and the people who drive them. Please give some serious consideration to trying the Pumpkin Run Rally in Millsboro, DE on May 21 – 23. And it's not too soon to make your hotel reservations for Jaguars at the Jersey Shore. See the flyer included with the Purr for details and hotel contact information.

Best wishes for an early, warm spring, getting vaccinated and back to normal, especially with family and friends.

Bill

2021 Concours d'Elegance Update

By Jim Sjoreen, Concours Chairman

While car shows are not top of mind when taking into consideration recent weather conditions, vaccine updates or on a brighter note NASA's incredible Perseverance rover, efforts to plan this year's Concours d'Elegance are underway. The concours, held in conjunction with the Cars and Motorcycles of England ("CMoE") had to be postponed from its usual June date to Saturday, August 7 due to the unavailability of Hope Lodge. At February's planning meeting with the Delaware Valley Triumph Club and the Friends of Hope Lodge, the group was informed that the Pennsylvania Historical and Museum Commission will keep Hope Lodge closed through June 30. When asked, no indication could be provided whether the facility would open or remain closed at that time. We were informed that the state is adopting safety protocols that could affect how we operate the event including how food is packaged and served. Adapting to changing conditions is

part of event planning. We'll keep you updated as more information becomes available.

Adequate lead time is required to put all the pieces together for the event (vendors, sponsors, volunteers) so the planning group will need to know what the state plans to do well ahead of the August date. The CMoE planning group is continuing to work towards hosting the event in August with the understanding that contingencies may have to be considered if access to Hope Lodge is delayed. All parties, including the state, are focused on keeping the public safe so all we can do is be patient. In the meantime, please mark August 7 on your calendar and keep an eye out for updates. Also, it's never too early to consider volunteering so for those of you who have supported us in the past or who are looking to get involved this year, please contact me or our chief judge Alan Brown.

Jaguars at the Jersey Shore



Take a leisurely trip through the resort towns of south Jersey [On the Way to Cape May](#) with a stop for a picnic lunch at Alex and Teri Giacobetti's home in Avalon. We are planning a mix of group events with plenty of free time to explore, shop or relax on the beach. Many people must have the same idea because there are only a few rooms that remain open for the dates of our trip, Tuesday September 28 through Thursday September 30.

The organized events in our tentative schedule are "open air."

Tuesday 9/28

- Meet – Starbucks, Somers Point, NJ.
- Gimmick rally to Giacobettis' for picnic.
- Casual drive to hotel in Cape May.
- Balance of day and evening– "on your own."

Wednesday 9/29

- Wine tour and tasting.
- Group or individual lunch - TBD
- Afternoon "on your own."
- Group dinner – Crab House at Two Mile Landing, Wildwood Crest.

Thursday 9/30

- Group breakfast or lunch – McGlade's on the Pier.

Note: There will be some payment required to cover the costs of certain events. The amount will be determined once plans are finalized.

Reservations can be made at the [Montreal Beach Resort on their website](#) or by phone – 609-884-7011. Phone reservations can be made between 9 AM and 4 PM Monday to Friday.

Check the [DVJC website for additional information](#).

Everyone, regardless of whether you make a new reservation or have rescheduled your room from 2020, please email me (bill.beible@gmail.com) so I can make a complete list of participants. Members with local homes who plan to join with us again this year, please advise me, too.

Sorry for the short notice but rooms are going fast. Don't miss out!

Thank you,

Bill Beible



Membership Musings

March 2021

By: Tony Tinari

It's a rainy and dreary Sunday afternoon as I write this, one on which the now postponed DVJC February "Flash Drive" was to have occurred. Such has been February 2021 in the Delaware Valley. About all we could do with Jaguars, other than winter maintenance, was to look wistfully at them, wish the snow would soon melt, and fantasize about ragtop weather. In the realm of fantasy, one of my favorite Hemmings gimmicks is the occasional "This or That?" feature which challenges you to select from several comparable models of classic automobiles. So, you can well imagine that my curiosity, and fantasy, were piqued by their recent entry entitled "*Which of these four Sixties British sports cars would you choose for your dream garage?*"



The concept of a "dream garage" is outstanding in and of itself. Beyond that, the selections here are over the top: '63 Triumph TR 4 Roadster, '66 MG B (Chrome Bumper Example), '67 Austin Healey 3000 Mark III, and of course a '69 Jaguar E-Type Series II OTS. Yes, one of each please! While we are all no doubt partial to the Jaguar, those are some very classy British alternatives.

As always seems to be the case with Hemmings, the enthusiast comments are as interesting as the article itself. Here are a few choice responses, first one laudatory to Jags:

"I understand and appreciate the intent behind "This or That." However, when you pit any period sports car against a series I or II E Type there is no deliberation or consideration necessary, there is only visceral reaction. The other cars are nice. The Jaguar resides in an entirely different sphere." Next, a response to that from an apparently experienced owner: *"I will agree and note that nothing, and I mean nothing looks as splendid on the bed of a flatbed tow truck like a nice E type!"*

Returning from the "Garage-Mahal" to our winter reality, the DVJC is keeping pace (hopefully with "grace and space" as the motto goes) during these still complicated times in which we live. Elsewhere in this issue of the *Purr* you will find a brief note on the first annual DVJC Wall Calendar, a new membership benefit this year.

As for our enhanced social media presence, careful readers of the *Purr* will have noted that the article "DVJC on Instagram" appeared in both the January and February 2021 editions. I attribute this not to any editorial mishap but rather to the Instagram screenshot of my dog behind the wheel of an old XK 150. (He's a Springeroodle, after all, so he can claim some British ancestry from the English Springer Spaniel side of the family.) In any event, we are now up to 45 "Followers" of our Instagram account, including the JCNA and the Jaguar Car Club of Victoria, British Columbia. Fun fact about our friendly neighbors to the north is that their summer "JOTI" (Jaguars on the Island) event is actually the largest such gathering in North America. Except, of course, for 2020 when it was cancelled due to the pandemic. Which brings us back to what you can do to enjoy Jaguar ownership while you wait for a vaccine. I respectfully suggest join our Instagram cohort at: [delaware_valley_jaguar_club](https://www.instagram.com/delaware_valley_jaguar_club).



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Speaking of Things Jaguar - March 2021

By Paul Trout

Another Anniversary and a Bit of Controversy

June 23rd will mark the 70th anniversary of Peter Whitehead driving the #20 Jaguar XK120C (Chassis XKC003) across the finish line at Circuit De La Sarthe to give Jaguar its first of seven Le Mans victories. The XK120C would later be known as the C-Type Jaguar and go on two years later to be the first race car to successfully compete with a disc braking system.



That achievement was once described by Martin Brundle, who drove both the XJR-9LM and XJR-12 at Le Mans for Jaguar, as making the brake pedal more than a place to rest your foot during an accident. The C-Type Jaguar was indeed a huge game changer for Jaguar. To commemorate, as Jaguar tends to do, the 70th anniversary of the C-Type bringing the Marque its first Le Mans victory, Jaguar has announced they will produce for sale a limited number of C-Type Jaguars. These will be real C-Type Jaguars, not reproductions or replicas; an important distinction. They will be built by JLR (Jaguar Land Rover) Classics much like the recent D-Type, XKSS and E-Type Lightweight continuations. Originally 53 C-Types were built between 1951 and 1953; 10 factory cars and 43 customer cars. The C-Type was Jaguar's first purpose built race car. Originally designated the XK120C (C for Competition) it was much more than just a lightweight XK120. Unlike the XK120 with its heavy steel chassis derived from

the MK V Saloon, the C-Type had a new lightweight tube chassis, a very slippery aerodynamic alloy body designed by Malcolm Sayer, and 200 hp. By 1953 the C-Type had been further developed with 220 hp of go power and the stopping power of disc brakes on all four corners.



Those disc brakes elevated the C-Type so far above the competition that on its first competitive outing, shortly after a nearly 1000 mile test he and Norman Dewis conducted, Stirling Moss drove a C-Type to victory in the Reims Grand Prix for Sports Cars lapping the entire field. At Le Mans in 1953 this more powerful final development of the C-Type was faster down the Mulsanne strait and with its disc brakes the drivers could brake much deeper into the corners. They finished 1st, 2nd, and 4th and the winning car was the first to exceed 4000 kms distance and 100 mph average speed over the 24 hours.



This final development C-Type is the one that Jaguar will build a few more of; eight to be ex-

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

act.

To be exact is the stated intention according to Jaguar. *"Building on the experience gained with previous Jaguar Classic Continuation programs for Lightweight E-Type, XKSS and D-Type, Jaguar Classic engineers consulted the Jaguar archives and cross-referenced scan data taken from an original C-Type in conjunction with the latest computer aided design (CAD) technology, to create the most authentic new C-Type possible."* JRL classic is even going to cast new 3.4 liter engine blocks. These C-Types, while not legal for registration to drive on public roads, will be eligible to compete in FIA sanctioned vintage racing events, whereas replicas or reproductions are generally not invited or accepted. As with the previous Jaguar continuation series, the price will be deep into seven figures; somewhere between one and two million dollars. While that is a lot of money, it is not quite as eye watering as the \$13.2M paid recently for XKC052, the second to last to be built during the original run and the one that finished fourth in the 1953 Le Mans.



While the continuation Jaguar C-Type might be slightly out of range for me and, I suspect, a few of you, Jaguar has given us the opportunity to pretend we are in the market for one by providing an on-line configuration tool to build your own continuation C-Type. You have the choice of twelve exterior paint colors, eight interior colors, three number roundel selections and the option of whether or not to have the Jaguar badge on the nose. There are actually more exterior color options than cars that will be built. If you build one in the configuration tool you can share your freshly built C-Type on social media

with the hash tag #70YearsofCTYPE. I've built several already, but since garage space at Casa Trout is already over capacity, I passed on placing an order.



The fact that these cars will be continuation models is a quite important distinction and thus a factor in a legal controversy that has surfaced, coincidentally, around the time of Jaguar's C-Type announcement. As I mentioned earlier and explained in considerable detail in the February 2017 edition of *The Purr*, there is a huge difference between an original, a continuation and a replica of a classic automobile. The phys-

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

ical differences can range from quite noticeable to indistinguishable. The difference in value, however, is quite considerable. Using the C-Type as an example, original examples, while rarely traded, command somewhere between five and thirteen million dollars, the new continuation C-Type will sell in the range of one to two million dollars and replica or reproduction C-Types change hands for anywhere from one hundred to, perhaps, three or four hundred thousand dollars. There are a lot of C-Type replicas out there; perhaps as many as 1500. British engineering companies have been building them for years. Many, especially those built by Lynx, who has built over 250, and Proteus, are built as close to original as Jaguar Classics will get in their construction.



Some C-Type replicas, while equally as exact, are built in their owner's garages. Such is the one built by Karl and Ann Magnusson in their home garage in Gothenburg, Sweden. They have been lifelong Jaguar enthusiasts and are honorary members of the Swedish Jaguar Club.



In 2016 Karl was invited by senior management of Jaguar Classic to give a presentation about his C-Type replica, then under construction. That presentation was followed by two years of correspondence about progress and future project collaboration. Much of the correspondence included significant praise from Jaguar Classic

management for his project. Imagine their surprise when in 2018 Jaguar informed them they were being sued for copyright infringement. The couple had already completed their C-Type replica and planned to resurrect a small company, that they had closed upon retirement, to produce two more for sale. Jaguar's position in the suit is that the shape of the C-Type is original to Jaguar, having been penned by Malcolm Sayer, an employee at the time, and therefore is protected by copyright. As defense, the Magnusson's pointed to a number of factors felt to mitigate Jaguar's position. The Magnusson's C-Type is just one of at least 1500 replica C-types that have been built and sold globally, many with the assistance of Jaguar itself. They were able to show that Jaguar executives have supported the replica car industry in a number of ways, such as sharing numerous factory drawings with and presenting awards to replica builders. Several Jaguar senior managers own and race C-Type replicas. In fact, the Jaguar manager who coordinated Magnusson's presentation at Brown's Lane served as a witness for Jaguar in the proceedings all the while having a C-type replica sitting in his own garage. Not only do some Jaguar marketing films proudly display C-Type replicas, but the Jaguar "Classic Drive Experience" includes driving a C-Type replica. Since 2015 Jaguar has held 25 Historic Jaguar Classic Challenge Races across the UK and five more are planned for 2021 in celebration of the first Le Mans win by the C-Type. Replica C-Types are specifically invited to participate.

Just last month the Swedish court rendered its decision. It found in favor of Jaguar Land Rover and directed the Magnusson's to stop construction of C-Type replicas, pay JRL's legal fees of 450k Euros and ruled that JRL was entitled to bring further action for damages. The ruling stopped short of directing that the Magnusson's C-Type replica be destroyed as was originally requested by JRL prior to bringing suit. The ruling was not only emotionally devastating, but also financially catastrophic to the Magnusson's. They have been forced to sell off their small collection of other Jaguars to cover their legal fees and are in danger of having to sell their home to satisfy the court ruling. They

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

have appealed the court's decision. Car enthusiasts around the globe have expressed outrage and support for the Magnusson's over social media and a Gofundme movement has already raised over \$45,000 in donations. Recognizing the potential for the negative PR effect of the outrage on social media, JLR recently issued a public statement to the Jaguar community explaining their position. They suggested in the statement that most of the news releases on the Swedish court ruling were not accurate. An assertion that the Magnusson's have subsequently disputed citing excerpts from the court filings.

11 February 2021

To the Jaguar community,

You may have seen a recent news story relating to a C-Type replica which portrays Jaguar Cars negatively, after a Swedish court ruled in our favour confirming that the C-Type is protected by copyright. We want to reassure our customers and loyal enthusiasts that most of this news release was misleading, conjecture or completely untrue. At Jaguar Land Rover we wholeheartedly value our communities' continued support. Importantly we want to allay any fears amongst the network of enthusiasts that Jaguar Land Rover might pursue individual owners of replica Jaguars and insist on their destruction. This is not true. We will however, take action to stop businesses using our Intellectual Property illegally for their own profit, as in this case.

The Swedish court's decision in our favour confirms that we were correct to take this case forward. According to the Swedish court, the external shape of the Jaguar C-Type is protected by copyright, and this was infringed by a car being built by the defendant's company, the first of six that they planned to build and sell at over Euros 250 thousand each.

At Jaguar Land Rover we understand that original C-Types and official continuations are attainable for only a few and would like to be enjoyed by more enthusiasts. We have never, nor would we, take action against private owners of pre-existing individual replica vehicles, nor insist upon the destruction of their cars. In this case Jaguar Land Rover offered the defendants

an opportunity to retain their completed replica for private use and enjoyment, however this was declined, and the defendants chose to continue with their plans to make money from our copyright.

The enthusiasm of our fans and the celebration of our heritage is extremely important to Jaguar Land Rover. We will do everything we can to safeguard our heritage and it's to honor this commitment that Jaguar Land Rover Classic was established in 2017. Dedicated to the production, restoration and maintenance of historic models, as well as the manufacture of new parts, Jaguar Classic ensures that enthusiasts can enjoy our vehicles long into the future.

Jaguar Land Rover Classic preserve cars of historic significance and collections, we train talented technicians in specialist methods to build and maintain these special vehicles, ensuring traditional skills do not disappear, and work with owner groups around the world. When restrictions are lifted Jaguar Land Rover Classic will once again open the doors of its world facilities for enthusiasts to enjoy. We thank you for your ongoing support.

Yours sincerely

Dan Pink

Director, Jaguar Land Rover Classic on behalf of Jaguar Land Rover

There you have it then, both sides of the story. A quick check of the websites of several makers of C-Type replicas in the UK indicated they are still building and selling them. The significance of this ruling, if it stands, could be a devastating precedent to the replica car business which is not limited to just the C-Type Jaguar. It is, within the classic car world, a huge industry that includes the manufacture of the most replicated car ever, the Shelby Cobra, as well as various Lotus race cars, Aston Martins and even the iconic D-Type and E-Type Jaguars. I don't think this story is over.

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



Taking a slightly different approach, Ecurie Ecosse, the famed Scottish Racing Team that won the 1956 and 1957 Le Mans races for Jaguar in their blue liveried D-Types, recently announced they too will be commissioning some C-Type replicas to commemorate the seven C-Types the team raced in the fifties achieving some 59 podiums. Those seven C-Types are all still in existence. The new commemorative C-Types, or Ecurie Ecosse LM-C as the company has labeled them, will all be built in Coventry and finely tuned by Ecurie Ecosse technicians. They will actually only be true replicas in their external shape, as the steel space frame chassis will be widened and stiffened and the power will be from a 4.2 liter XK engine with fuel injection making 300 hp and driving through a five-speed gearbox. The brakes and suspension will also be upgraded to handle the extra power. All will be liveried in Ecurie Ecosse bright blue with the team's shields on the wings and the white stripe across the nose. As the current Ecurie Ecosse team owner put it, *"The seven priceless chassis raced in period still exist today, coveted by their lucky owners, and occasionally see the light of day for race or concours*

events. We pay homage to these cars by creating a numbered sister car to each one." *"How better to celebrate the historic success of the Ecurie Ecosse C-Types than to manufacture a batch of cars in their honor."* The first of the seven is already built and ready for a test drive at the Ecurie Ecosse showroom in Henley-on-Thames.



On the few occasions that I have had the privilege of gazing upon a C-Type, both real and indistinguishable replica, it has caused me to think about the drivers, Moss, Flockhart, Walker, Whitehead and others who drove these beautiful pieces of sculpted machinery through the day and the night that is Le Mans. They drove flat out with so little weather or crash protection. Without their courage, stamina and skill the victories that are commemorated with continuation and replica versions of the C-Type would not have been. A toast to them as well!

Enjoy Your Jaguar!

Paul T

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Cars and Calendars

By Tony Tinari

By the time you read this, assuming the USPS has done its job reasonably well, 2021 DVJC members will have received in the mail the first-ever DVJC wall calendar. The brainchild of club member Kevin Fitzgerald, this year's edition is a demonstration project—a proof of concept if you will—which we hope will become an annual club tradition.

The calendar month photographs run the gamut of Jaguar models, classic and contemporary, from a 1938 SS 100 to a 2014 F-Type, and almost everything in between. As 2021 is the 60th anniversary of introduction of the iconic E-Type and the 25th anniversary of the debut of the XK8, there are three of the former and two of the latter among the entries. An E-Type Fixed Head Coupe graces the front cover. The back cover features a panorama photo of the 50th anniversary gathering of DVJC E-Types from 2011, as well as a formidable group of XK8s from a DVJC Concours.

Our aspiration is to produce a club calendar annually. The 2021 edition was put together in a sprint to the finish line! All the featured vehicles are owned by DVJC members. The

calendar team knows these cars well, and fitting images were readily available for them. For 2022, however, DVJC leadership will give direction for a broader outreach for photograph selection. This year's effort only started after the first of the year. With a bit more time to plan and based upon reactions to the 2021 offering, we will ask members to submit photos of their Jaguars for potential calendar inclusion. Start collecting those glamor shots of your prized Jags and stay tuned for further details!

Beyond Kevin's idea generation and initiative, the 2021 calendar became a reality due to quick and efficient execution by a small and dedicated group of our fellow members. Huge thanks are in order to Paul Trout, Brian Craig, Mike Wolf and Jay Greene for making this happen. I'm honored to have worked with these gentlemen on the project.

Please enjoy your DVJC calendar! Throughout the year, may it remind you of the camaraderie we enjoy as DVJC members. We hope you'll hang it in a place of honor in your home, office, garage, man cave, she shed, or any other venue where fine British automobiles are celebrated!



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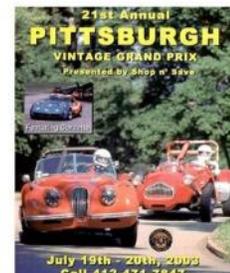
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Soft Growl For Help

By William P. Worth III

Back in 2015, while on a bike ride on a mid-coastal Maine back road, near our summer home in Pemaquid Point, I came upon a 1967, model 420, 4 door sedan, forlornly sitting in a yard, moaning a soft growl for help.

The owner said it was for sale, but she had not been advertising it. She had always loved the design and when a Boston woman sold it to her in 2007 it was running great. The Boston owner bought it from the original owner in California.

The owner's husband was a lobsterman, but developed health issues, and she could not take care of it. It had been sitting for four years. She claimed it only had 27,000 miles on it and that it should start right up with a new battery.

I hemmed and hawed for days with my wife, who refused me. "No more toys." Our daughter convinced her mother to relent, as long as I sold my speedboat, and didn't dump a fortune into it. I made an offer of \$1,000 and the owner accepted it. That fall I trailered it back to Pennsylvania.

My memories of Jaguars go back first to my Dinky Toy car. Then came 1963 when my brothers, and I were in England visiting my cousin and family. His dad had a Jag sedan that we rode around in.

For two years the 420 sat in our garage with old grey paint and flat tires. I sort of got it running but never licensed it. Then I learned of a neighbor who specialized in old Jaguar restoration. He fiddled around with it for over three years. He kept it hidden in a rural garage and would not let me see it.

I almost gave up on it but I found a fellow who had a lift truck and knew the nut case mechanic that had my car. He was able to find the car, settle up expenses, and tow it back to his shop.

About a year ago I found an antique Jaguar garage in Malvern that got it running, road worthy, and antique licensed.

It is presently sitting in a nearby family barn, looking much as it did eight years ago, waiting for Spring to arrive.



Editor's Note: I think it should be noted that Bill has this interesting saloon up and running. He brought it to the "Flash Drive" in June, 2020. As much as I enjoy seeing shiny, like new Jaguars at our events I also find it interesting to see a car that's still running while showing its age. The photo to the right is Bill's 420 at the "Flash Drive" with Bill in the background dutifully masked up.



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1988 Jaguar XJS-C—New Project

By Jay Greene

I guess the pandemic got to me and I needed a new project. I had been scanning the BAT website and Facebook marketplace for a while because my Nimbus white 1987 XJS-C V12 cabriolet with Isis blue interior was nearing completion. I found a 1988 XJS-C V12 cabriolet with only 25K original miles nearby. Unfortunately, it had been sitting outside



for the last 15 years! The 3-piece roof was off, leaving the interior open to the elements. It could have been a disaster, but indications were that the body had very little rust and the car was otherwise in good, original unmolested condition.

I made a 30 second time lapse video and posted it to my YouTube channel showing DVJC members Leo Kob and Chuck Kitson helping me move the car off its belly and onto a flatbed [here](#). I have since moved it into the garage and begun disassembly. You can see in the first photograph that the seats and carpets have been removed. The interior trim code is AEM. Magnolia color leather with Mink carpets and Champagne over-mats. When finished, it will be very pretty when contrasted with the black exterior.

When I first saw the car, I could not see the floorboards because the carpets were literally frozen in place. They needed to thaw out in the garage so that I could remove all the sopping wet carpets. The floorboards were OK! The leather seat covers were obviously ruined, but the seats themselves were salvageable. It's a good thing. They were specially made for only 2 years because of the "passive restraint" seat belts. Remember them? Close the door and the shoulder harness runs along a track and across your chest. Not a great plan. You still had to fasten the

lap belt.

I disassembled the seats, intending to recover them myself. I was able to get the electric motor and pump assembly operational to make the lumbar support work again. Rain-water had filled the pan under the seats, flooding the seat belt mechanisms. The seat belt retractor springs were rusted and broken, never to retract again. I was able to find seat belt parts from a California car to replace them. The replacement black belts were so sun faded that they had partly turned dark green. I will have to exchange them with mine to make use of the new retractors.

In searching for seat cover leather, I discovered Paul's Jaguar of Ft Lauderdale. He specializes in XJS repair. In the end, it was better for me to ship off the seats and console cover to him for re-covering. It will be a few weeks before they are ready, so it is time to start on another issue.

When I first saw the car, the owner was able to turn the engine with the starter about 1 revolution, proving it was not seized. Unfortunately, that tore the water pump seal and a leak developed from the water pump weep hole. Oh well, the radiator needed to be removed to clean the debris that collects between the radiator and oil cooler anyway. See the photos under the hood (bonnet), which shows the water pump removed. It is a very complicated process compared to other cars. I have 4 pages of single spaced notes of all the things that needed to be removed to gain access to the 16 bolts on the 3 piece water pump! The water pump is being rebuilt locally by East Coast Jaguar and I have repainted the radiator fan shroud, so it is time to start on the next issue.



1988 Jaguar XJS-C—New Project (continued)

Some mice had made a home in the cozy confines of the V. Those of us with Jaguar V-12s know the V as a hot place that makes wire insulation brittle over time. The confines of the engine compartment make the V12 a tight



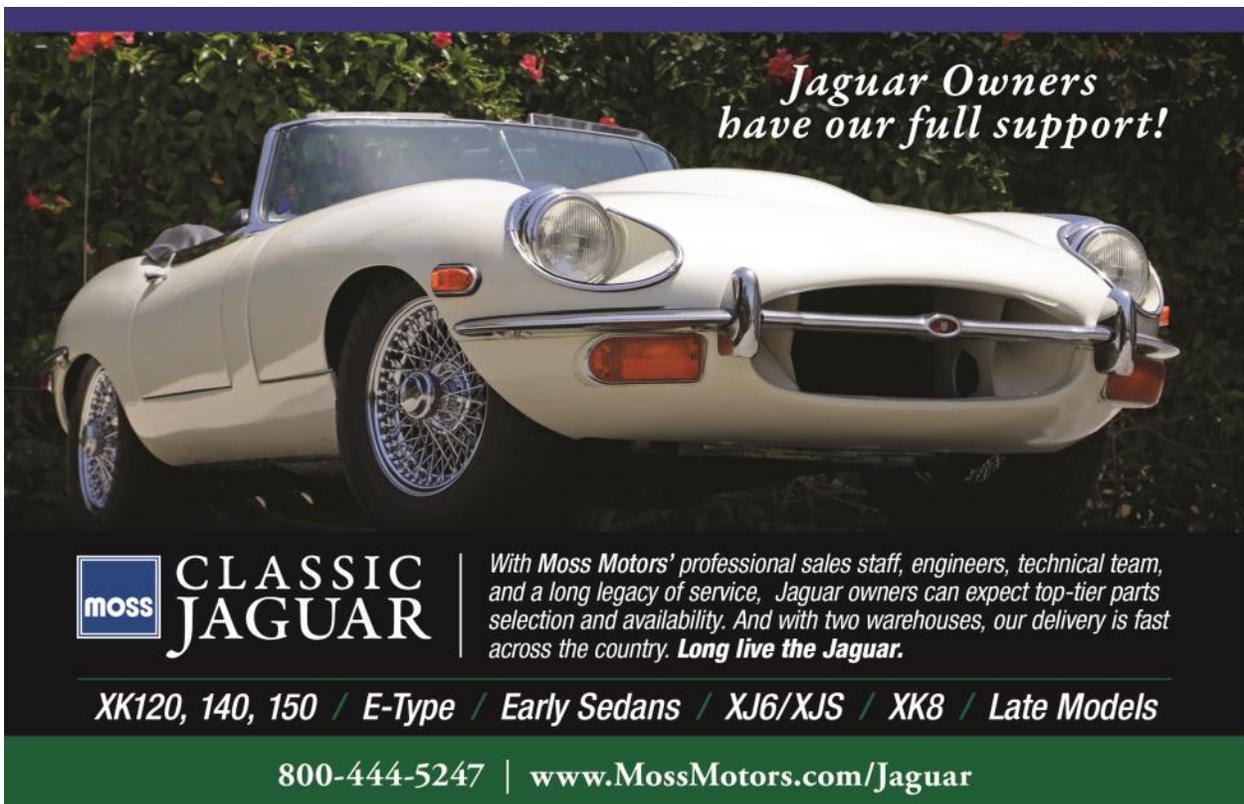
fit, so Jaguar put the A/C compressor, the cruise control bellows, the distributor, the primary coil and the throttle

pedestal all in a row between the two 6 cylinder heads. I have been cleaning out the debris and discovered that the mice had partly

chewed a spark plug wire and the secondary coil wire heat insulation. No biggies. They did chew all the way through both wires that send the ignition signal from the distributor's timing pickup to the ignition amplifier. The car was never going to start in this condition! Fortunately, I am very familiar with these wires because of my previous car, so it will not be a problem to fix it.

The original dealer-sourced Dayton wire wheels have been polished and now have new tires mounted on them. Next are distributor and spark plugs, brakes and interior switches. Since the objective is to pass inspection, new carpets, door panel repairs and stereo are for later.

I look forward to a day this Spring when I will drive this jewel to an event!



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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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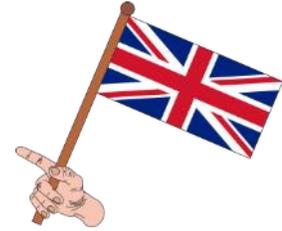
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DVJC Wants You!



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 110 members, there's no doubt our members have a few stories to tell.

To kick things off, here are some ideas based on past articles:

- What ignited your interest in the Jaguar marque?*
- Unique driving experiences in your Jaguar.*
- Holiday or special occasions involving your Jaguar.*
- Restoration efforts, successes, challenges.*
- Maintenance tips or experiences.*
- Recipes related to the marque.*
- Your biography to introduce yourself to the club.*
- Just about any interesting anecdote you think would interest readers.*

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 publication reviews and editing, articles may be published a month or two later than submitted. As a reminder, the current month's issue of the Purr is always available on the website at <https://delvaljaguarclub.com>

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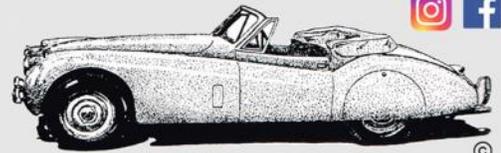
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Definition of membership: For the purposes of JCNA membership, the term "Member" is deemed to include the primary member and his/her spouse or significant other living in the same household, and children of the "member" 18 years of age and younger (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.

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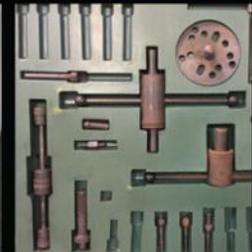
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