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# The Jaguar's Purr©

Is an official publication of

THE DELAWARE VALLEY JAGUAR CLUB

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*May 2021*

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## Beautiful Day For A Breakfast



April 17th proved to be a delightful day for an outdoor breakfast at the Fort Washington State Park. Our event coincided with an event of the Delaware Valley MG Club so we were able to interact with some of our fellow British Car Enthusiasts. As you can see the weather enticed many of our members to bring their treasured Jags out of the garage.



### 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 47 & 48 to update information.

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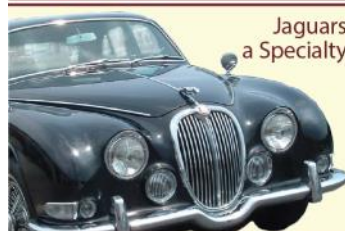
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Full Page \$320/ year; \$50 / issue

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

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Members' ads free of charge  
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## MEMBERSHIP RATES

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Club Historian	TBD		
Club Merchandise	Noe LaFramboise	609-771-1230	jagnoe@att.net

# Upcoming DVJC Events

**May 15, 2021**

**11:00 A.M.—3:00 P.M.**

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

**DVJC Spring Fling 21 at Ringing Hill Fire Pavilion  
(see pp. 11—12)  
815 White Pine  
Pottstown, PA**

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

**May 21, 2021**

**2021 DVJC Golf Open  
5 Ponds Golf Club  
1225 Street Road, Warminster, PA**

*Contact: <https://delvaljaguarcub.com/events/2021-dvjc-golf-open-save-the-date/>*

**May 21—23, 2021**

**Pumpkin Run Rally (see pp. 35—36)  
Millsboro Volunteer Fire Co., Millsboro, DE**

*Contact: Brian Craig, 215-483-5861 or [www.northeastrallyclub.com](http://www.northeastrallyclub.com)*

**June 19, 2021**

**Saturday Lunch at Springhouse Tavern  
1032 N. Bethlehem Pike, Ambler, PA**

*Contact: <https://delvaljaguarcub.com/events/saturday-lunch-at-springhouse-tavern/>*

**July 10, 2021**

**16th Annual DVJC Slalom (see pages 23—24)  
Garnet Valley High School  
552 Smithbridge Road, Glen Mills, PA 19342**

*Contact: Richard Rosen 609-923-7655 or [rosen244@verizon.net](mailto:rosen244@verizon.net)*

**August 7, 2021**

**DVJC Annual Concours d'Elegance (see page 21)  
Historic Hope Lodge, Fort Washington, PA  
**Save the date.****

*[Click here](#) for more information or contact Jim Sjoreen,  
[concours@delvaljaguarcub.com](mailto:concours@delvaljaguarcub.com)*

**August 21, 2021  
Noon to 4:00 p.m.**

**DVJC Jaguars on the Lawn  
Picnic and Garage Tour with Carol and Ed Petrow  
Chester Springs, PA**

*Contact: [Click Here](#) for more information or [EdPetrow22@gmail.com](mailto:EdPetrow22@gmail.com)*

**Rescheduled to  
September 28, 2021 to  
September 30, 2021**

**Jaguars at the Jersey Shore (see page 8)  
Cape May and South New Jersey**

*Contact: [Click here](#) or Bill Beible at [bill.beible@gmail.com](mailto:bill.beible@gmail.com)*



## Your Monthly Bill *May 2021*

### *Signs of Spring*

You may be one of the forty-plus members and guests who were distracted by this delicious display of health food at our recent breakfast. We enjoyed viewing the wide variety of Jaguars and speaking with friends at Fort Washington State Park on a pleasant Saturday morning on April 17.



Even though the weather's still going to be "up and down" over the next few weeks, there's no doubt spring and the driving season are here – and it's high time to enjoy our cars! I finally got my E Type out of winter hibernation last weekend and made sure I took the l – o – n – g way home on that warm, sunny afternoon. It's about time!

We have a full events calendar beginning in May including the Spring Fling, First Annual DVJC Open Golf Outing and Pumpkin Run Rally followed by resumption of monthly breakfasts in June. There are also two Gatherings of Friends "in the works," our Slalom is resuming in July followed by the Concours and Cars and Motorcycles of England in August. Now that we can safely get together again, I strongly encourage you to take part in these events to get the full benefit of your DVJC membership.

Make sure to [register now for the Spring Fling](#), time is quickly running out. Paul Trout, Mike Wolf and Tom Shaner have planned a fun, relaxing day for us.



Mick Van Vlijmen and Chuck Kitson have organized the [First Annual DVJC Golf Outing](#) on Friday May 21. Do not, for a minute, think you need fancy clubs, natty golf attire or a good game to enjoy the day. This is NOT the U.S. Open, Masters or Pro-Am. I can guarantee you there will only be one person with the highest score – and it may be me! I play for fun and encourage you to dust off your clubs and join with us. The course is within easy reach of most members. For many, driving time is one hour or less. Registration closes Saturday May 8 so sign up now. We'll have a lot of laughs, I'm certain.



In his April "Speaking of Things Jaguar" article, Paul Trout discussed Jaguar's Reimagining of the Future of Modern Luxury and commented on the corner they have painted themselves into with their model lineup and platform program. To add to their challenges, like most other manufacturers, JLR just announced two-week shutdowns of both assembly plants due to a shortage of computer chips.



## Your Monthly Bill *May 2021 (continued)*

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Recall that Paul Trout, Mick Van Vlijmen, Kevin Fitzgerald and Tony Tinari won awards from JCNA for their newsletter articles. Some time ago, I asked Paul what it takes to put together his interesting and varied “Speaking of Things Jaguar” articles. He does continuous research to accumulate material and files it for future use. Composing each article requires about one week’s time over the course of a month. I am certain I speak for all of us when I say “Thank you” to our literary wizard. (see page 7)



?? Three guesses which is the old dash ??

Replacing the interior wood trim in my 1984 Vanden Plas has given me the opportunity to work with my grandson, Carter, and familiarize him with a small facet of restoration. He is 15, very inquisitive and

mechanically inclined. He spent a recent afternoon helping me get the dash and dash pad reinstalled. He asked a lot of good questions and seemed to really enjoy working on this part of the project. Presently, I’m pretty much “dead in my tracks” waiting for “that one part” that’s holding up the rest of the project. Hopefully, we can fit some time into his schedule to work together on more of the project. Maybe he’ll catch the Jaguar bug. I can only hope....

I have accepted some added responsibilities with JCNA. Due the sudden illness of a long-time volunteer, I was asked to chair the Business Committee which includes, among other things, responsibility for the JCNA insurance program. In addition, one of the members of the executive committee resigned due to health issues with his aging parents and in-laws. To fill that vacancy, I have agreed to serve the remainder of the current term as vice president which ends March 2022. Please be assured that these roles will not unfavorably impact my dedication to DVJC in any way. ‘Looking forward to seeing you in May.

*Bill*

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## Welcome New Members

John Baxter and Lydia Ferrell  
Glenside, PA

Ed & Liz Ellers  
Haverford, PA

Robert and Linda Craven  
Bensalem, PA

# **DVJC Members Win JCNA Awards**

Jaguar Clubs of North America recognizes members who have made significant contributions to their local clubs and the larger JCNA organization through a variety of annual Special Awards and Newsletter Awards. Through the years, many DVJC members have been recognized in this manner. 2020 was no exception. Award winners were announced at the recent JCNA board of directors meeting. Three of our members, Kevin Fitzgerald, Mick Van Vlijmen and Tony Tinari, each received second place Newsletter Award recognition for articles they wrote for the Purr. Paul Trout was recognized for his series of articles published in the Jaguar Journal. [The judging criteria for these awards is available on the JCNA website](#). The newsletter award selections are made by a committee while the Jaguar Journal winner is determined by the editor of the magazine.

## **Event – 2nd Place**

Mick Van Vlijmen

[“Team ‘Blue Nelson’ at the 2<sup>nd</sup> American British Reliability Run”](#)

The Jaguar’s Purr, Nov 2020, Page 24

## **Technical – 2nd Place**

Kevin Fitzgerald

[“The Green Lane Growler – To Be or Not To Be, Part 3”](#)

The Jaguar’s Purr, March 2020, Page 13

## **Jaguar Life – 2nd Place**

Tony Tinari

[“‘Fast Food’ or ‘Cooking with Gas?’”](#)

The Jaguar’s Purr, Nov 2020, Page 32

## **Top Jaguar Journal Submission**

Paul Trout

Series on X100 Cars

[March/April](#) – The Path to the X100 – Page 22

[May/June](#) – XK8/XKR Redux – Page 28

[July/August](#) – X100 Special Editions – Page 20

*Congratulations to each of these winners and thank you to all members who contribute to “The Jaguar’s Purr.” The variety of articles are enjoyable to read and display the wide array of talents and interests of this great group of friends!*

***Bill***



# 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 Giacobettis' home in Avalon. We are planning a mix of group events with plenty of free time to explore, shop or relax on the beach. Those who can't enjoy all three days are welcome to participate as their schedules permit.*



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
  - [Jessie Creek Winery](#)
    - Wine tour and tasting.
    - Lunch
  - Afternoon “on your own.”
  - Group dinner – [Crab House at Two Mile Landing](#), Wildwood Crest.
- Thursday 9/30
  - Breakfast – [McGlade's on the Pier](#) (Directly on the beach)

Registration will be available on our website closer to the dates of the events.

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](mailto: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.





## Membership Musings

May 2021

By: Tony Tinari

The subject of this month's column is "Youth", or more specifically "Kids and Cars". We've all heard the adage "Youth is wasted on the young.", perhaps to describe our own mis-spent adolescence. These days, I prefer the corollary "You're never too old to have a happy childhood." which may explain our collective preoccupation with motorcars.

In a recent telephone meeting of JCNA affiliate club membership directors, one subject of discussion was how to recruit and retain relatively younger members to our shared pursuit. This has long been the "Holy Grail" of membership development. We need to acknowledge that, like many car clubs, the DVJC membership demographic tends to skew toward the more, ahem, mature. This is particularly so where the subject marque, like Jaguar, is not likely to be inexpensive to acquire, therefore creating a barrier to entry. There is also the question of interest in a specific make/model/year as a function of one's age. It's natural to be nostalgic for the cars of your youth, particularly when automobiles were the rite of passage that meant freedom and independence.

There was no consensus among the membership directors as to how to go about creating youth interest, but here are some ideas for consideration. We must defeat the notion that Jaguar clubs are for owners of older cars only (and thereby, often "members of a certain age"). As a related proposition, there is evidence that owners of newer Jags are among the most likely to purchase older Jags, and vice versa. As to DVJC in particular, it's important to remember that ownership of a Jaguar, old or new, is not a prerequisite for membership. Also please keep in mind that we are a family oriented organization which welcomes the participation of all family members.



In thinking about these generational issues, I have begun to sort them into short term and long term objectives. In the short term, it's all about exposure. What can be done right now to introduce a younger demographic to the car hobby? The photo above is the most extreme example I could find. This guy (whose name happens to be Renaud Mann) actually made a matching XK 120 for his son. Pretty sharp kiddie car, I'd say! After all the work and expense dad must have gone to, I sure hope his kid got the message. On a more modest level, there's lots that can be done-starting with including more kids, grandkids, nieces, nephews, and whomever in our events. Seems to me, the upcoming "Spring Fling" would be a perfect introduction . . .



# Membership Musings (continued)

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On a longer term horizon, I suggest to you that we have to “seed” the next generation or two with interest in car culture. This may be especially difficult in the digital, virtual, e-enabled world in which they are growing up, but every once in a while, a breakthrough happens. A dear high school friend of mine recently responded to one of my Instagram posts, telling me that her six year old grandson was a big fan of old cars and that she loves to show him pictures of Jaguars. He knows all the models. They call him the “car savant”. Since my friend is a practicing psychiatrist in another part of the country, I’m going to take her word on that diagnosis. In any event, when I heard about this I asked for his address, and (apologies to the calendar committee) sent him one of our spare wall calendars. There he is above holding the first piece of mail he ever received in his young life. You can bet this kid will be joining one of the JCNA affiliates one day!

So much of this hobby is born of one’s environment. I’ve enjoyed reading the “Jaguar Journeys” of fellow members and would observe that most of them start with an interest in cars and car culture well before the age of driver licensure. To that end, I cannot help thinking about the car friendly environment in which my own kids were raised. From Matchbox® cars to the real thing, my guys were all over it. Two out of three learned to drive on a stick shift. All of them had to reverse in a long inclined driveway from the street to the garage, using only mirrors, before they were allowed to go for their driver’s test. (If you could see my drive, you would agree this is a formidable task.) And my daughter can change a tire, a skill she masterfully executed at an all-girls gathering some years ago, to their collective amazement.



I plan to do my part for the next generation. Here above is my daughter (of the aforementioned tire change) and one of my granddaughters, at the tender age of eleven months, riding a rocking Vespa®-like scooter that I made for her from a repurposed hobby horse. She has not started walking yet, but boy can she ride! Hey, it’s no mini XK 120 like Renaud Mann built, but it will have to do for now!

So I recommend you get the kids in your life involved in this crazy pursuit. You will gladden their hearts I’ll bet, and your own as well.

# **A “Jaguar Kind of Picnic” for DVJC Members!**

## ***Join us at the DVJC Spring Fling '21***

**May 15<sup>th</sup> from 11:00am to 3:00pm**

**(RAIN or SHINE)**

As we all remember, COVID caused the cancellation of our annual Holiday Party this year, so we thought we might try something different.

Spring Fling '21 will be a COVID safe Jaguar Gathering of Friends at an outdoor covered pavilion.

A “Jaguar Kind of Picnic” with gourmet boxed lunches, outdoor games and celebrations of 60 years of the E-Type and 25 years of the XK8.

DVJC will provide outdoor games (Horseshoes, Bocce, Corn Hole) and soft drinks (Bottled Water, Sodas, Lemonade).

Alcoholic Beverages are permitted, so if you desire you may BYOB.

Celebrate the E-Type's 60 Years and XK8's 25 Years!

Commemorative group photos will be taken of all series of E-Types and XK8, XKR, XK models through 2014

All Jaguars will be photographed upon entry to the venue.

**In the event the weather does not cooperate, please feel free to arrive in a vehicle of your choice so you don't let your lunch go to waste.**

**If we are unable to take the Anniversary Commemorative photos due to weather we will attempt to do that at a later event**

**Catered Gourmet Boxed Lunches will be provided**

**Mediterranean Chopped Salad w/ Citrus Roast  
Shrimp, Fresh Fruit, Dessert (*also available Vegetarian  
and or Gluten free upon request*)**



**Honey Mustard Chicken Salad Croissant w/ Pasta  
Salad, Chips, Fresh Fruit, Dessert**

**Roast Beef, Cheddar and Horseradish Wrap w/  
Pasta Salad, Chips, Fresh Fruit, Dessert**

**Lemon Caper Roast Salmon w/ Dill Sauce on  
Greens, Pasta Salad, Fresh Fruit, Dessert**

**Dessert will be included for all meals**

Individually wrapped Chocolate Mousse Cups, Bourbon  
Pecan Pie Slices, Strawberry Shortcakes, etc

Select Your Lunch Choice when You Purchase Your Ticket

**Ticket Price is \$25 per person**

**Reserve Your Tickets at the DVJC website Now!**

***All Reservations Must Be Placed by May 5<sup>th</sup>***

**Questions may be directed to:**

**Tom Shaner at [tshaner1@gmail.com](mailto:tshaner1@gmail.com)**

**Mike Wolf at [mwolf@boenninginc.com](mailto:mwolf@boenninginc.com),**

**Paul Trout at [pgtgt@aol.com](mailto:pgtgt@aol.com)**

**The Venue is the Ringing Hill Fire Company Pavilion**

815 White Pine Lane

Pottstown, PA 19464

We have found that GPS and Google Maps have some inaccuracies regarding this venue, so supplemental directions are provided on the ticketing page of the DVJC web site.



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## Speaking of Things Jaguar - May 2021

By Paul Trout

### DVJC Spring Fling

If you are reading this I'm pretty sure you are already on your computer or tablet. So if you haven't signed up for the **DVJC Spring Fling on May 15<sup>th</sup>**, **Stop Reading and Please go to the DVJC website and Sign Up Now!** There are only a couple of days left to sign up! Don't wait until the last minute. Think of the Spring Fling as an outdoor, but under cover, version of the Holiday Party that we didn't have this year. It's going to be a great way to enjoy time with your Jaguar friends, enjoy a gourmet boxed lunch, perhaps play some outdoor games, and celebrate the 60<sup>th</sup> anniversary of the E-Type and the 25<sup>th</sup> anniversary of the XK8. If you are the proud owner of an E-type or XK8 you are going to want to bring it to this event. Let's see how many E-Types and XK8s (including XKRs and XKs) we can assemble for commemorative group photos. All members who drive their Jaguars to the Spring Fling will receive an individual commemorative photo. You are not going to want to miss this event. We guarantee a "Jaguar Kind of Day!"

### A Dozen Will Do Nicely

This year, 2021, is a year of anniversaries for Jaguar Enthusiasts. The 60<sup>th</sup> anniversary of the introduction of the E-Type will get the most attention, but there are others worth noting. This year also marks the 50<sup>th</sup> anniversary of Jaguar's mighty V-12 engine. By the late sixties the DOHC XK engine, which had been in production in various displacements since 1948 and powered well over 300,000 saloons, sports cars and race cars, was being helped toward the end of its lifecycle by growing emission regulations. The XK was still a rather sophisticated inline six, with its chain driven dual overhead cams (DOHC), hemispherical combustion chambers, and aluminum alloy head, making as much as 265 hp in production tune and over 300 in race trim, but it was becoming apparent it was not Jaguar's future.



Even though the XK engine had been around for over twenty years, the same engineers who created it, Bill Heynes, Wally Hassan and Claude Bailey, were still with Jaguar and were tasked with designing a replacement engine that would power Jaguar for the next couple of decades. The team also included former British Racing Motors engineer Harry Mundy. The requirements for the new engine were laid out by Sir William Lyons in the early sixties. 1) Similar power to the best achieved by the XK in racing form; 330 hp. 2) Achieve the power outlined in the first requirement with minimal weight increase. 3) Keep the cost as low as possible. 4) Design the engine to fit into the same space as the XK engine without structural changes to body hull of existing models.

The initial development plan signed off by Lyons specified a modular approach of a 60 degree "V" design with a V-8 and a V-12 sharing the same tooling. There were a number of reasons why the V-8 fell to the wayside. Not the least of which was it's being a bit too American. The V-12 was felt to be quite a bit more prestigious, having previously only been offered on the most exotic cars. Another factor was the inherent balance of the V-12 configuration with equal firing impulses along each cylinder bank.

The first Jaguar V-12 was tested in 1964. It was an

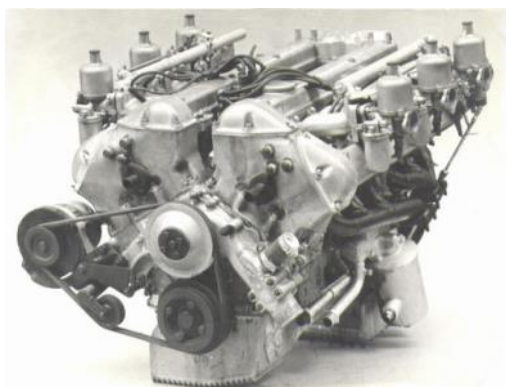


## Speaking of Things Jaguar - May 2021 (cont'd.)

all-aluminum 5.0 liter DOHC V-12 fitted with Lucas fuel injection making just over 500 hp at 7600 rpm. The internal code name was XJ6. This was actually a racing trim engine fitted amidships in the ill fated XJ13 that was being prepared for the 1965 Le Mans race. A massive crash of the car and changes in the sports-prototype Le Mans regulations prevented the car from ever seeing competition.



However, pre-production versions of that engine, still in DOHC configuration found their way into the engine bays of several Mark Xs that would become the initial test beds for the Jaguar V-12. The plan at the time was for two types of V-12 engines sharing a single basic design. One would be a high powered sports car version with hemispherical combustion chambers under a DOHC head. The other with a single overhead cam head (SOHC) that would be weigh less, less complex and less expensive to produce. The SOHC version was given the internal code name XJ25.



Prototype Twin Cam V12 - for road use

The detuned street version of the XJ6 DOHC engine differed from the race tuned one in its valve and port sizes, camshafts and wet sump. It breathed through six horizontal SU carburetors at-

tached to six twin-cylinder manifolds. Although output was not publicized, it's estimated to have been 300 hp at 6,000 RPM. This version of the XJ6 engine featured two six cylinder-type distributors and two roller chains driving the oil pump and camshafts. The design was deemed less than ideal for a road-going Jaguar as the chains were too noisy, less reliable than desired, and the distributors required difficult, accurate synchronization.

The SOHC XJ25 engine would use a slightly larger cylinder bore for 5,344-cc displacement with a vertical valve design. The valves were opened by XK-style chilled cast-iron cup-type tappets, while two coil springs closed them. This prevented valve bounce all the way to 7,400 RPM. In the bottom end, a forged manganese-molybdenum-alloy steel crank with integral counterweights spun in seven main bearings with iron caps similar to the XK design. Die-cast aluminum pistons with two compression rings rode on connecting rods using the same forged alloy as the crank. A five-foot-plus long single Morse duplex timing chain that was quieted and kept tight by damper pads and a nylon-faced, infinite-ratchet tensioner kept all of the moving parts from hitting each other.

The XJ25 V-12 had been designed to use a Brico electronic fuel-injection system, but Brico decided at the last minute not to build it, so Jaguar had to redesign the manifolds to suit four horizontal 175CDSE Zenith Stromberg carburetors in order to meet U.S. emission standards. Ignition was handled by the Formula 1-racing derived Lucas OPUS Mark 2 system. While the XJ25 engine had a potential output of up to 380 hp, its production output in the 1971-1974 E-type Series III was a very smoothly delivered 272 hp and 304 lb-ft of torque. It was only 80 lbs heavier than the XK six that preceded it.



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

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The XJ25 V-12 was launched to the motoring world under the bonnet of the Series III E-Type in March of 1971. Initially Jaguar suggested that the Series III E-Type would continue to be available with the XK DOHC six cylinder engine as well, but in the end only three of them were produced. Ten years prior, when the first E-Type was revealed to the world it was all about the sexy shape of the "world's most beautiful car". Those fluid lines were wrapped around an engine that had powered Jaguar sports cars and saloons for more than a decade. At the Series III launch the excitement of the new, exotic and more powerful V-12 power was somewhat overshadowed by the shock of the longer, wider, heavier looking E-Type that was wrapped around it. Some suggested that it was a detraction from lineage of the great Jaguar sports cars. Others suggested that it might have actually been better received if an entirely new body had graced the Series III E-Type, but then it wouldn't have been an E-Type would it?



Much of the negative reaction vaporized once one slid behind the wheel, looked down that long bonnet and put a beat into that twelve cylinder Jaguar heart. One of the most renowned automotive journalist's of the era, Denis Jenkinson, who owned and regularly drove a Series II E-Type, spent a week with the new V-12 E-Type and had this to say about it: *"For all normal motoring purposes, I could not see that the V12 engine gave any particular advantage over the six-cylinder, apart from the incredible smoothness and flexibility. Obviously it had a lot more power, and it did everything the 4.2 did, at a 20mph higher speed. Where the 4.2 would cruise at 100mph with little or no throttle opening, the V12 cruised at 120mph with the foot eased right back, but at the expense of 15mpg against 21mpg. The acceleration of the 4.2 at 100 mph for instant overtaking, or getting ahead of an impending situation, was repeated by the V12 at 120mph*

*though maximum speed was no better than the 3.8-litre E-type."* Actual performance comparisons with previous model E-Types were a bit mixed. Top speed was down about 3 mph which showed the aerodynamic toll of the new Series III restyle, but acceleration figures showed the significant improvement six additional cylinders and 20% more displacement could make. The new V-12 Jaguar could leap from 0-60 mph a good 0.6 seconds quicker and get to 100 mph nearly 3 full seconds faster. Motoring journalists, while impressed with the figures, found the incredible smoothness and relentless application of torque to be most noteworthy. As a true "Form Follows Function" sports car, once driven, the Series III E-Type V-12 seems to regain a good deal of the timeless beauty that first appeared to have been lost.

The original 5.3 liter V-12 with Zenith Stromberg carburetors powered the E-Type through the end of production on June 12<sup>th</sup> 1974 when HDU 555N, a black Series III OTS was driven off the assembly line in Coventry. The car was registered to Jaguar Cars Ltd and in 1983 ownership was transferred to the Daimler Heritage Trust.



In 1972 the 5.3 liter V-12 began powering Jaguar saloons with the introduction of the XJ12 and the Daimler Double-Six. Three years later it was under the bonnets of the XJ12C and the Daimler Double-Six two-door.



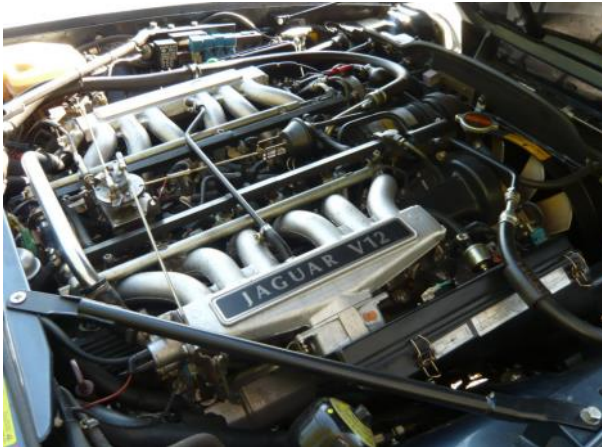


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## Speaking of Things Jaguar - May 2021 (cont'd.)

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In April of 1975 the XJ25 V-12 was upgraded with a Bosch D-Jetronic fuel injection system that was licensed and adapted by Lucas (rumor has it that Lucas modified it to ensure most of the German reliability was removed...).



This version powered the later model Saloons and the newly introduced XJS through 1981. The XJS was the first Jaguar designed specifically for the V-12 and the last Jaguar to be designed by Malcolm Sayer.

As fuel efficiency became increasingly more important to car buyers and legislators, Jaguar responded with the 5.3 liter HE (High Efficiency) V-12. The 5.3 HE version incorporated Swiss engineer Michael May's "Fireball" combustion chamber design in the cylinder heads. This design featured reshaped dual level combustion chambers that swirled the air-fuel mixture to make a better burn with higher compression and a lower fuel to air ratio. The result was more power, improved fuel economy and lower emissions. The 5.3 HE V-12 was upgraded with the Magneti Marelli Electronic Fuel Injection system in 1989.

The next major revision of the V-12 actually came from TWR JaguarSport, the Jaguar factory supported performance engineering firm Tom Walkinshaw Racing (TWR). TWR increased the stroke of the engine to bring the displacement up to 6.0 liters making 333 hp. This version of the V-12 was the heart of the limited edition JaguarSport XJR-S. Only 100 of these XJR-S hot rods were imported to the US and we are fortunate to have a couple in our

club. They are truly magnificent machines. The standard production version of the 6.0 liter V-12 debuted in 1992 with 318 hp and would power the rest of the V-12 Jaguars to leave the factory.



Not only did the V-12 bring the aura of exotic power to Jaguar production cars, the V-12 restored racing glory to Jaguar. Race tuned V-12 engines brought championships and Le Mans victories back to Jaguar. In 1975 the Jaguar factory supported two US based racing teams competing with V-12 E-Types in the Sports Car Club of America B-Production class. It was a "Race on Sunday; Sell on Monday" proposition. On the west coast Joe Huffacker's gray E-Type was the car to beat in regional races and on the east coast Bob Tullius Group 44 E-Type in its white over green livery was blowing the competition away. The V-12 in the Group 44 E-Type was tuned to 460 hp. Both teams were known to be at the top of their field in race car preparation and racing experience. The national championship in 1975 came down to a Jaguar vs. Jaguar showdown at the Road Atlanta raceway. Tullius had pole position to start the race and beat Lee Mueller in the Huffaker Jaguar into the first corner. The Group 44 Jaguar never relinquished the lead and gave Jaguar the SCCA Class B national championship. Bob Tullius Group 44 racing continued their relationship with Jaguar through 1990, winning the Trans-Am championship in an XJ-S with the V-12 now making 570 hp. Group 44 would go on to return Jaguar to Le Mans in 1984 in the 650 hp V-12 powered XJR-5. Group 44 also quite successfully campaigned the XJR-5 in the IMSA GTP series in the US.



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

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In 1988 TWR pushed the V-12 displacement out to 7.0 liters making 750 hp and built the XJR-9LM around it to win both Le Mans and the World Sports Prototype Championship for Jaguar. When TWR returned to Le Mans for victory in 1990 the 7.0 liter V-12 in the back of their XJR-12 was making an incredible 850 hp.



While Group 44 was restoring Jaguar racing glory in North America, TWR was busy doing the same in Europe, winning the 1984 European Touring Car Championship in an XJ-S.



The mighty XJ25 V-12 engine that added exotic power to the beauty of the Jaguar in 1971 had a

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

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good run, powering sports cars, race cars, and saloons. The last V-12 powered sports car was XJS, P60 XJS, which left the Factory on April 4<sup>th</sup> 1996.



But that wasn't the end of the line for the exotic V-12. Jaguar continued to produce the XJ12 and the Daimler Double-Six for another year. On April 17<sup>th</sup> 1997 the last XJ12, P60 SOV, drove off of the assembly line as the final V-12 powered car built by Jaguar.



The Jaguar XJ25 engine had a good long run. Jaguar records show that over the twenty six years of the V-12 era 161,996 XJ25 engines were built. Now, almost 25 years after the last one was built, V-12 powered Jaguars still have an exotic mystique about them and are quite coveted by Jaguar enthusiasts. Like Jaguars in general from the V-12 era, these magnificent engines were given an unfair rap as being unreliable and overly complicated and expensive to repair. That stigma has contributed to the continuing undervaluation of these great cars which, of course has an upside making them the most affordable of the V-12s in the classic car market. Granted, the maintenance a V-12 is a bit more complicated than a six, but that is the expected price of exotic. Properly maintained V-12s have been known to power their Jaguars 200k miles and beyond. The fortunate owners of these Jaguars will tell you that the hearts of these cars still offer the exhilarating power and that smooth, relentless torque that only a V-12 can deliver.

**Enjoy Your Jaguar!**

**Paul T**

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## CLASSIFIED

### 2007 XK Convertible



Excellent condition. Needs nothing. 4 year national JCNA slalom winner. \$15,000 cash.

Contact Steve -DVJC member for 12 years.  
484-885-9259  
Sas@autospc.com







### 1957 XK140 roadster .

Excellent strong driver following complete engine rebuild (\$10,000.). Car restored in 2006 with less than 7000 miles since rebuild which included bare metal repaint, new interior, top, chrome, side curtains, new wiring bundle etc. Multiple first place wins in driven class at June DVJC Concours meets. Always garage kept.



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



### XJ6 Conversion

Barone XJW XJ6 converted from a 4 door sedan to a 2 door coupe. Read the full article in [The Ontario Jaguar publication, February 1999, Volume 10, Number 1](#). Please contact me for additional information and photos. Asking \$5,900. Thank you.



Cliff Wietstruk [cliff.wietstruk@choicehotels.com](mailto:cliff.wietstruk@choicehotels.com)  
443-223-6840



### JAGUAR TOOL KIT

Original Jaguar tool kit described as “ nearly perfect and rare.”  
Offers over \$400 considered.



Steve Schultheis 484-885-9259 or [sas@autospc.com](mailto:sas@autospc.com)



### 2006 Jaguar X-Type VDP All-Wheel Drive \$1,999



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

Please contact Rich. [rcossa@aol.com](mailto:rcossa@aol.com) or 484-722-8259





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# DVJC Concours 2021 Update

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*By: Jim Sjoreen, Concours Chairman*

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Grab your rags, brushes, and cotton swabs because it is time to show off your Jaguar again! After much hand wringing and many anxious moments, it's official: On Saturday, August 7, Hope Lodge is scheduled to be open for business and will again be the site of this year's Delaware Valley Jaguar Club Concours and the Cars & Motorcycles of England show ("CMoE") co-hosted with the Delaware Valley Triumph Club. Held in conjunction with the Hope Lodge's annual Ales & Petals show, planning is underway for our largest outdoor event of the season. The DVJC Concours is a Jaguar Clubs of North America ("JCNA") sanctioned event that offers members from our club and from clubs in other parts of the country the opportunity to compete for national standings or to just show off their favorite Jaguar. There are classes for all Jaguars regardless of age and condition: Champion, Driven, Preservation, Special and Display. ALL Jaguars are welcome.

Because Hope Lodge ([www.historichopelodge.org](http://www.historichopelodge.org)) is owned by the Commonwealth of Pennsylvania and operated under the supervision of the Pennsylvania Historic and Museum Commission, it is subject to the COVID related guidelines in place at the time of the event. Currently, the guidelines for outdoor events will allow us to operate our concours and CMoE as we have in the past with a few conditions including the requisite social distancing. Every effort will be made to ensure the safety and enjoyment of all attendees including appropriate sanitizing protocols and food delivery. More details will be forthcoming as plans progress.

Look for future updates including registration here in the monthly Purr, on the club's website, [www.delvaljaguar.com](http://www.delvaljaguar.com) and in emails. Because of the unusual circumstances that exist for events this year, we will make a point of frequent communications to make sure all participants are well informed of any changes in plans. For those new to Jaguar ownership or have an interest in the concours event, visit the [JCNA website](http://www.jcna.com) for more information.

On behalf of our Chief Judge, Alan Brown, and the Concours and CMoE planning committees, I look forward to seeing all of you on August 7.

Stay Healthy, Keep Motoring and Carry On!

Jim Sjoreen  
Cell: 267.432.2299  
Email: [concours@delvaljaguarclub.com](mailto:concours@delvaljaguarclub.com)

# CONCOURS JUDGES TRAINING 2021

Dear fellow DVJC members,

This letter is an Invitation to Concours judge's training, in preparation for our Concours on Saturday August 7<sup>th</sup> 2021.

All current and former judges as well as anyone interested in becoming a judge are welcome. At these training sessions we will be using the 2019 Judging Guide, required by JCNA. We will also take the test provided by JCNA and discuss some of the finer points of scoring a car. If you have not judged in the past, as an apprentice, you will be assigned to a team of experienced judges, which provides the opportunity to develop your judging skills over time.

The venue and dates for judges training are yet to be determined. Optimally the training sessions will be in person, but will be determined by the prevailing Covid regulations.

## **What I need to know.**

1. Your confirmation of commitment to judge.
2. If you have a copy of the Official 2019 JCNA Concours d'Elegance Rule Book.
3. The model of Jaguar you would like to judge.
4. Which if any car/s you will be entering.

Please reply at your earliest convenience, to  
[chiefjudge@delvaljaguarclub.com](mailto:chiefjudge@delvaljaguarclub.com)

Thank you,

Alan Brown.

Chief Judge. DVJC.



# 16<sup>th</sup> ANNUAL SLALOM

## Saturday, July 10<sup>th</sup> 2021

Tech Inspection starts 8:00am

Limited to  
20 vehicles

JCNA Members driving their own cars Pre register \$10.

DVT Members driving their own cars pre-register \$10. + \$20. insurance waver.

DAY OF EVENT registration will have a \$10 surcharge.

Name: \_\_\_\_\_

JCNA Number: \_\_\_\_\_

Address: \_\_\_\_\_

Club Affiliation: \_\_\_\_\_

City: \_\_\_\_\_

Insurance Co.: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Insur. Policy # \_\_\_\_\_

Phone: \_\_\_\_\_

Car Model / Body: \_\_\_\_\_

Email: \_\_\_\_\_

VIN #: \_\_\_\_\_

Year: \_\_\_\_\_ Color: \_\_\_\_\_

Slalom Class: \_\_\_\_\_

License Number: \_\_\_\_\_

I hereby agree to enter the above described motor vehicle(s) in Slalom scheduled 7/10/21. In consideration of the right and privilege to enter and participate and other valuable consideration, and intending to be legally bound, I agree to release the Jaguar Clubs of North America (JCNA), DVJC, and the event committee from any and all liability for injuries, damage or loss arising from my entry and attendance in the Slalom.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Make checks Payable to DVJC. Mail completed form to Rich Rosen 244 Ardmore Ave, Haddonfield, NJ 08003

Questions, contact Rich Rosen - rosen244@verizon.net or call 609-923-7655

*Helmets are Mandatory*

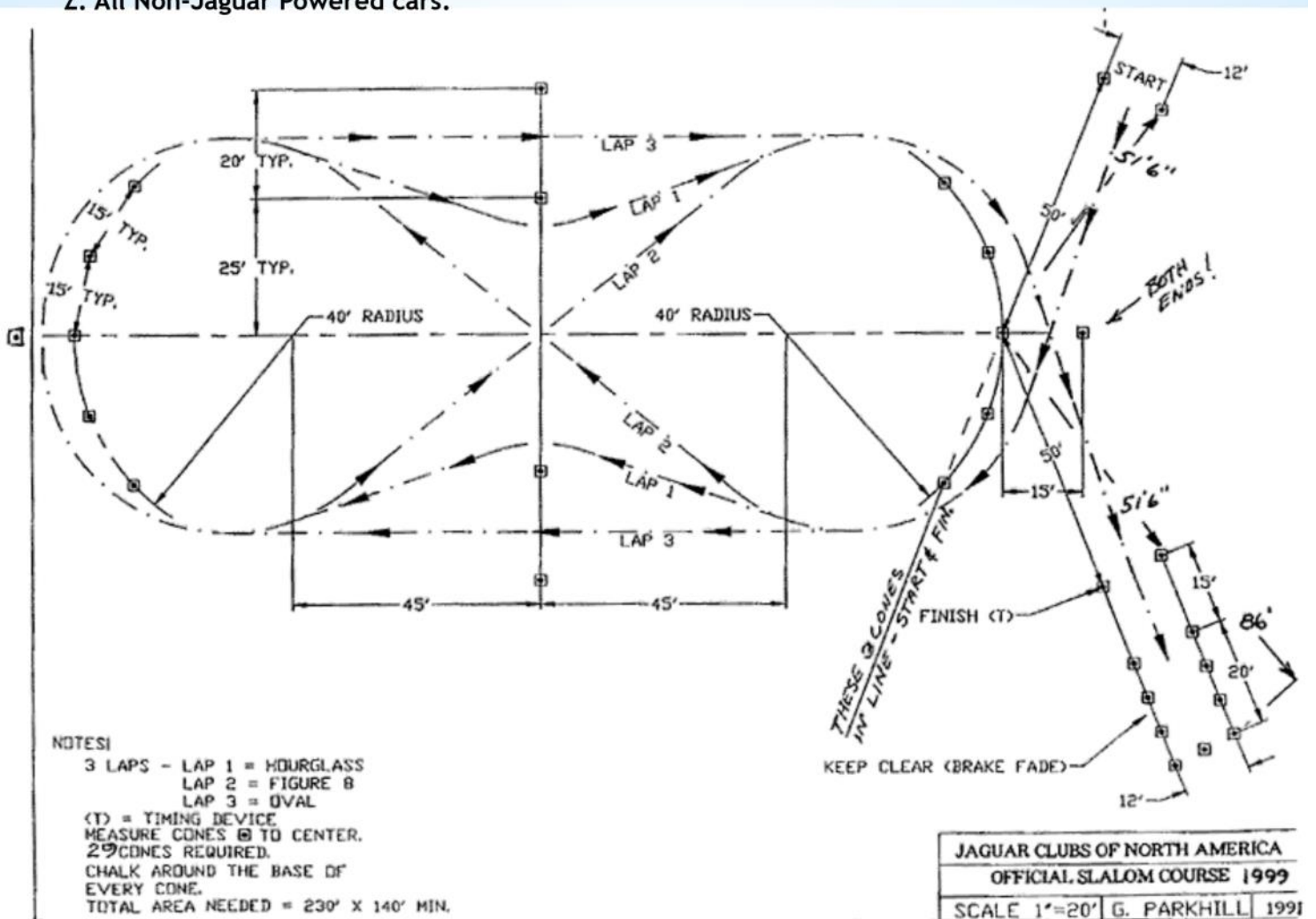


Brunch following,  
Mckenzie Brewhouse Rt 202  
(not included in registration)



# JCNA Slalom Classes - (as of 2017).

- A. Classics - includes all Jaguars thru MK V (1927-1951).
  - B. All XKs (120, 140, 150, NOT including XKSS, C & D types (1949-1961).
  - C. Early Sedans, large & small, MK-1 thru, NOT including, Series 1 XJ6 (1955-1970).
  - D. E Types, 6 Cylinders (1961-1971).
  - E. E Types, 12 Cylinders (1971-1975).
  - F. XJ Sedans, 6 & 12 Cylinders NOT including XJ40 (1969-1992).
  - G. (omitted).
  - H. Modified Class - Lightweight Jaguar sports cars (XK 120, 140, 150, C, D, XKSS, & E Types); Jaguar powered Specials & Replicas (Concours eligible).
  - I. Modified Class - Heavyweight Jaguars (Sedans, SUV's and GT's).
  - J. XJS (including XJS-R & XJSC) (1976 - 1996).
  - K. Two-wheel drive non-supercharged GT cars (XK, XK8, & S-Type) (1996 - 20\_\_).
  - L. Two-wheel drive supercharged GT cars (XKR, XJR, & S-Type R) (1999 - 20\_\_).
  - M. Four door sedans (XJ40, XJ, XF, & XE) (1987 - 20\_\_).
  - N. AWD cars (X-Type & F-Pace) (2002 - 20\_\_).
  - O. (omitted).
  - P. (omitted).
  - Q. (omitted).
  - R. F-Type (all models) (2013 - 20\_\_).
- Street Prepared Classes.
- SP/L - Lightweight. All 120, 140, 150 & E-types.
- SP/H - Heavyweight. All 6, 8 and 12 Cyl. Sedans & GT.
- Non-JCNA Class (For reporting purposes only; not eligible for JCNA awards).
- Z. All Non-Jaguar Powered cars.



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## The Coventry Foundation: Promoting Respect for the Cars, the Heritage of the Marque, and for Each Other

*By: Paul Merluzzi*

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This is a warning! I plan to ask you to part with some of your discretionary cash and hope that reading the following paragraphs will inspire you to do so. The Coventry Foundation is relevant, important, and necessary. It serves so many purposes, as you will read, and deserves our support. Our Delaware Valley Jaguar Club (DVJC) is a generous club affiliate, which I wholly support.

### **Background**

I first learned about the Coventry Foundation at the 2014 AGM in Boston, hosted by the Jaguar Association of New England (JANE). It was then a gleam in the eyes of Gary Kincel, Jaguar Club of Pittsburgh and current Coventry Foundation Board Chair and George Camp, Jaguar Society of South Carolina and current Coventry Foundation President. In the seven years since, that gleam has become an intense spotlight due to the tireless efforts of Gary, George, and a host of other passionate Jaguar® people who donate their time, resources, and services with the goal of better serving the Jaguar heritage and preserving the marque for future generations. Our own Gerry Kunkle volunteers his time as Foundation Treasurer. Their vision is to leave a legacy so that our children's children will be able to appreciate and continue with the work that they started. They anticipated that the Foundation would open museums where Jaguar cars, books, memorabilia, and related material would be housed and viewed by the public. They also planned to endow a scholarship for the purpose of helping talented men and women who are taking restoration arts as a curriculum - more specifically for those students with an interest in a career working with Jaguar or other British make cars.

The Mission Statement of the Coventry Foundation says it all:

**To perpetuate the heritage of Jaguar Cars in North America, being a major archive of printed material, specialty tools related to Jaguar Cars, and desirable older Jaguar Cars. Providing annual scholarships to students interested in the automotive restoration arts and attending accredited programs for the restoration of older (Classic) cars. Be a resource for historical information related to the restoration and repair of Jaguar Cars, and providing information, copies of out-of-print documents, loan specialty tools to anyone with an interest or need related to Jaguar Cars. Serve the needs of the Jaguar Enthusiast throughout the USA by providing a forum for the exchange of information, and ideas. We believe that the cars should be enjoyed and driven/raced, and we should share the joy of these wonderful cars and their fascinating owners. Promote the hobby and encourage people of all ages to become involved.**

To get more local "boots on the ground", Gary recently recruited liaisons from the affiliated Jaguar Clubs of North America (JCNA) members. I am proud to serve as DVJC's liaison to the organization. We had our first video conference on April 10, 2021 during which Gary spoke about the history of the Foundation and the accomplishments since its inception. He started with a reminder of what the Foundation provides:

1. An expert source for Jaguar Cars in North America; a forum for the exchange of information and ideas for Jaguar enthusiasts.
2. An information tech line (George Camp being the primary resource).
3. A tool loan program (only cost is shipping, tool loan is free). Likely the largest and most complete assortment of factory tools for models dating to the 1930s. Note that independent shops can borrow tools provided they are working on a member's car. George Camp reported that the Foundation has just acquired a pair of WDS diagnostic tools that can be used on 20-25-year-old cars. They will be in service as soon as they are rehabbed.
4. A research source of technical articles and books in the research libraries located in Columbia, SC, and Oceanside, CA. The libraries are a primary resource for historical information related to the heritage of Jaguar Automobiles.
5. Nurturing of the next generation, including providing scholarships to students taking restoration arts as a curriculum. This year the scholarship program will be endowed in perpetuity. To date, four scholarships have been awarded, including the latest award to a young woman, Allison Hoch, who is a student at Penn College in Williamsport PA. Her story is on page 5 of the May-June 2021 edition of the Jaguar Journal.
6. Promotion of the hobby and encouragement to people of all ages to become involved with Jaguar automobiles.

### **Funding**

Maintaining the vast collection of tools, literature, and vehicles plus renting the facilities for the libraries is a major expense for which funding sources are required. Gary elaborated on the following funding sources:

1. Donations from Patrons (several hundred) - since the Foundation is a 501(c)(3) non-profit corporation, all donations are tax deductible to the extent of the law.
2. Grants and family trusts.
3. eBay stores - one in Columbia SC and one in Atlanta GA. They provide out-of-date and NOS parts plus out-of-print documents.
4. Affiliate clubs (18 currently that provide annual

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## The Coventry Foundation (continued)

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support for the Foundation). I was disappointed to learn that only about one-third of the JCNA affiliated clubs regularly support the Foundation.

5. Major donations – A museum in Petersburg, Virginia was donated by Moss Motors. It features about a dozen cars, 1500 scale models, and a large collection of memorabilia – all of which were donations to the museum.
6. Time – Volunteers donate time at the Foundation facilities which keeps costs under control.
- 7.

### Goals

We then entered into a discussion about the Foundation's goals, both near-term and long-term. In the near-term, the Foundation would like to:

1. Own their own facilities rather than renting space.
2. Digitize the large volume of documents in the libraries to make access easier for members and researchers.
3. Increase the number of student scholarships.
4. Establish a permanent endowment for the organization as was done for the scholarship program.

The long-term goals are stated on the website:

1. Maintain respect for the cars, the heritage of the marque, and for each other.
2. Bring value to our Patrons.
3. Be responsible to the people and places we touch.
4. Ensure that everyone benefits from working with us.
5. Develop the base of knowledge of all involved.
6. To be caring neighbors; to display respect, compassion, and humanity; to care about our patrons, colleagues, and the general population with an interest in our hobby; to promote teamwork.
7. Aim for the highest standards in the way we work, and the quality of the information we provide.
8. Build mutually beneficial relationships with colleagues, patrons, and others with interest in the hobby.
9. Act in a fair, honest, and transparent way with integrity in all we do.
10. Ensure that all we do stands the test of public scrutiny.

### What Can You Do?

You can become a Patron with a donation of \$50 or more per year sent to the Coventry Foundation mailing address listed below. I hope you agree it is money well spent. You can also donate any classic Jaguar related items to help populate the museums. We encourage all

Jaguar enthusiasts to donate what they can to get the wonderful Coventry Foundation museums filled with vintage Jaguar items. The Coventry Foundation will accept donations such as Jaguar cars, Jaguar parts, Jaguar tools, Jaguar books, Jaguar memorabilia, as well as financial donations.

If you live near the Foundation libraries or museum, you can volunteer your time to assist the volunteer staff at the facilities. They would also welcome help if you attend the 2021 AGM in Columbia, SC in August.

If you have your own business or know of a business that would have an interest in preserving the heritage, become (or encourage them to become) a corporate or group patron of the Coventry Foundation. The affiliate club program donation starts at \$250.00 with a \$100.00 per year renewal.

All donations are tax deductible, as the Foundation is set up as a 501(c)(3) non-profit corporation. Financial donations can be made online through the Foundation website <https://coventryfoundation.org/> or by check to the mailing address below.

### Addresses

For your information, here are the key addresses of the Coventry Foundation facilities:

**Coventry Foundation – Mailing Address**  
**7001 St. Andrews Rd. Suite 105**  
**Columbia, SC 29212**  
<https://coventryfoundation.org/>

**Main Library**  
**6236 St. Andrews Rd.**  
**Columbia, SC 29212**

**Museum Display**  
**25651 Simpson Rd.**  
**Petersburg, VA 23803**

**West Coast Library and Tool Loan**  
**2640 Vista Pacific Dr.**  
**Oceanside, CA 92056**

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# MY 1967 E-Type (IE15720)

By: Alan Karpovitch

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I felt compelled to pen an article about my car for 2 reasons: A) I felt bad no owner articles were avail for the April *Purr*, and B) if I write down I will be driving my car soon to an event it's a commitment I can work towards and you all can shame me, if needed.

So some history: I bought my Opalescent Maroon E type in Feb 1980, as I was coming upon my 25th birthday. I saw my first XKE when I was in college (1977-BSME-Lehigh University), and I really wanted one, and the dream came true after working less than 3 years and still living at home.



Actually I bought 2 cars in the spring of 1980 - a new diesel Rabbit (energy crisis was in full swing - gas rationing limited to a \$10.00 fill-up) which I ordered 6 months previously, and the used E Type. I had taken several prospective E-Types to Maginnis Imported Cars in Horsham PA to check out before the purchase. This one needed a few things but, with 41,000 miles, it was a solid original car and engine and better than all the previous ones I took to be checked out. (I still have that receipt, along with all the others - it's really fun to look back at parts receipts and see the prices then vs. now).

I grew up on an 86 acre farm in Warrington, PA, so I became pretty handy, along with my Dad, who could fix anything (like keeping 50 year old tractors, hay balers and wheat combines running - he built his own house, then a second house on the farm, along with 3 barns!!!).

At the time, my lifelong best friend owned a Sunoco gas station (Rt 202 and Rt 73, right next to Tiffany's Saloon/Restaurant.) I went to the garage with the car a lot the first few

months and replaced the exhaust (which I bought from the JC Whitney catalog) and rebuilt the brake calipers. The original paint at the time was a little weathered, and fortunately a young guy pumped gas there, and he was a senior at a vo-tech school, studying auto body. I asked if they could paint my car. As you might imagine, it was pretty rare to get your car into a vo-tech school, as the kids were busy doing all of their own cars, and the teachers' vehicles. But when the teacher heard what the car was, he agreed they would do it as the last project for the year (for free - I just

had to buy the paint!!). So I delivered the car in April, along with 8 quarts of paint and one gallon of clear, minus all the bright work and bolts/screws (I didn't want them to lose any). Looking back on it, I was remiss in not being more involved, i.e., I don't know who the teacher or the kids were, and didn't visit the school during the process, or get any pictures. All I know was they kept it 2 months and 8 kids painted and sanded and painted and sanded every day. (and probably took it for a few laps around the parking lot). I wish I could follow up with some of them now.

I picked up the car and was ecstatic with it. When you see it this year, you can see what a 41 year old paint job looks like. At that time I learned of DVJC, which conveniently met at Tiffany's Saloon/Restaurant. I certainly remember Jack Sanft, (president), and the kitty box you needed to put a dollar in if you didn't drive your Jag to the meetings. I have been a member for 41 years, although I have to admit life/work got in the way and I haven't attended many events over the years. I am now 65, retired, and hopefully will have more time to drive the car

I wanted to mention some things I have done

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## MY 1967 E-Type (IE15720) (continued)

---

over the years to maintain the car.

My dad helped me re-roof my house (when he was 73!! - he lived to be 102 and 5 months, passing away this past October in his sleep), and he insisted we put scaffolding up (and build it ourselves) so we could do the edge of the roof safely. That entailed buying six 2" x 12" x 20' long boards. After a successful roof job, what to do with the boards? To this day, they are in my garage, stacked 3 high on a side, constantly under my car tires. RAMPS!! This is my secret for access to work on/crawl under the car without a lift.

When I rebuilt the brakes in 1980, I decided to use silicone (DOT 5) brake fluid. That alleviated (in my mind) the periodic brake flush most car maintenance manuals recommend. I have really done nothing to the braking system in 41 yrs. Fast forward 40 years, and this past fall my brakes weren't really stopping without a lot of excessive foot pressure. I surmised it was the vacuum system, so with COVID and lock down keeping us home, I decided to start ordering rebuild kits for the master cylinder, servo, and a lot of rubber components like the vacuum lines and bumper trim. It has also been a great opportunity to do a lot of thorough cleaning. I have to admit a lot of my paint under the bonnet has been protected by 50 years of grease and grime. My master cylinder and servo looked great internally, and I attribute that to silicone brake fluid. It is quite a challenge to disassemble the master brake cylinder and servo, but thank God for YouTube and all the "want-to-be" movie stars. I watch every video out there on the subject, and there are many, including guys posting from England.

While on the subject of brakes, I wanted to mention, contrary to all the books out there, I

have removed and replaced rear brake pistons without dropping the differential. Not easy, and maybe I have skinny fingers and short wrenches, but I did it. Maybe not the most efficient way to do it, especially if I was on the clock, but I am not. No one could ever afford me at the pace I work!!

As you all have found out, you start a job and it expands. I was thinking about my 54-year-old original flexible brake lines and seeing on YouTube their service life is between 6 and 20 years at most, I decided to replace them. Again, after removing the horns, I got more access to the brake lines and to keep cleaning. If you ever want to know the original color of a car, look at the underside of the picture frame or inside the fuse drop down door, or behind the panel by the fuel pump. Nobody paints those places, unless the car is totally stripped.

With respect to the brake servo I took the opportunity to clean up the housing (I used steel wool) but that took off the yellow (albeit dirty) finish. Researching, and consulting with Mike Wolf and Alan Brown, I realized I now needed to apply yellow chromate. Again, YouTube to the rescue, and it really is possible to zinc plate and yellow chromate parts in your backyard. Rather than go down that rabbit hole ask me for advice if you are considering that job, but know it is quite doable. (pictures attached).

It is interesting researching and finding out the proper original components. I found one website that said the side lamps and brake lights should have slotted screws, and they would sell you a pack of 10. I don't, I have pozidriv screws on 3 of 4 lenses. Researching a little more I found 3.8s came with slotted, but 4.2 came with pozidriv screws. Then I recalled buying one of the lenses with screws from Maginnis



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## MY 1967 E-Type (IE15720) (continued)

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so they sold me the wrong one with slots. Anyway, steel wool on the old ones and they shine again.

I also wanted to give a shout out to Steve Kress, who years ago adjusted my carbs at a tech session after I rebuilt them. I have gotten better at that, but he still is better than I ever will be.

In 1991 I got interested in finding out more about my car. Having all the original paperwork, like the warranty and periodic maintenance vouchers booklet, I contacted the original owner, and he was happy to show me pictures of when he owned the car. Original owners also received a rather large poster that pictorially shows all the periodic maintenance

for the car. Since I never hung it up it is still pristine. I also decided to write a letter to Mahwah (Jaguar Headquarters in New Jersey) and asked for any records on the car. They sent me a letter, signed by Mike Cook, with all the vehicle information. I believe you all are aware you can obtain a Jaguar heritage certificate now, providing all original car numbers, colors, and dates.

Happy motoring, and hopefully see you soon.  
Alan Karpovitch.

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# British Car Club of Delaware Annual Fall Show

September 11, 2021

9:30 AM– 2:30 PM

*Austin Healey is our Featured Marque*

## Awards

Best in Show  
Top 5 Pre-1980  
Top 5 Post-1980

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CELEBRATING “AMERICA’S SPORTS CAR,” COOL CARS FOR KIDS, INC.  
PRESENTS THE FOURTH PHILADELPHIA CONCOURS D’ELEGANCE

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*Contributed by: Ian Krantz*

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PHILADELPHIA – (April, 2021) – The Philadelphia Concours d’Elegance, the premier concours event in the City of Brotherly Love, returns on July 17, 2021 to celebrate Corvette – “America’s Sports Car.” Last year’s two-day event was cancelled due to the pandemic and this fourth event has been rescheduled as a one-day program.

All current State guidelines for pandemic restrictions will be in place to ensure the safety of all participants and attendees.

The nonprofit Cool Cars for Kids, Inc. (CCfK) will stage a classic car “competition of elegance” at the Simeone Foundation Automotive Museum in Philadelphia, which in 2019 was voted the “No. 1 Car Collection in the World” by The Classic Car Trust.

The event benefits the Children's Hospital of Philadelphia (CHOP) in providing help and hope to children with rare genetic diagnoses and their families, and to support research that will identify the best possible treatments.

“We are thrilled to be celebrating America’s most iconic sports car with such a rich racing history at this year’s Philadelphia Concours d’Elegance,” said Michael Tillson III, president and director of Cool Cars for Kids, and one of the country’s most highly regarded authorities on classic and sports automobiles. “Attendees of the Concours will not only have a chance to get an up-close look of many historic and legendary examples of the Corvette’s heritage, but also see other classic cars from the Simeone Collection.”

Ian Krantz, M.D., Founder and Director of Cool Cars for Kids, a DVJC member and physician at the Children’s Hospital of Philadelphia, is excited that this premier event merges a love for classic cars and a passion for improving the lives of children and families with genetic disorders. “The Philadelph-

ia Concours has been growing over the past 5 years and successfully combines a high level competition amongst beautiful and rare classic cars, a car corral (with competitive awards) open to all comers to exhibit their cool cars and family friendly activities to encourage attendance of kids – to inspire the next generation of car enthusiasts – and all proceeds go to support a great cause!”

The 2021 Philadelphia Concours d’Elegance will showcase an invitation-only assembly of Corvettes and other American and European classic and historic automobiles and race cars. The day-long, fundraising event includes professional judging and awards presented for historical accuracy, technical merit, and style. The popular Haggerty Youth Judging program will also be implemented. This year’s classes are: Pre-war, Post-war, Open, Closed, Sports, Muscle and Kids Choice

The day will also include family-friendly activities; celebrity guests, among whom will be Super Bowl-winning Coach Dick Vermeil; a Car Corral open for local car enthusiasts to exhibit their classic cars; food and specialty vendors; and access to the Simeone Museum.

Special events will include a panel discussion among past Corvette racers, including current owners of iconic Corvettes and others whose connection with Corvettes goes deep, and a Rally Across America tour in the morning to the Simeone Museum.

Corvette racing stars on the panel include Tony DeLorenzo, who raced the Owens-Corning L88 Corvettes in the ‘60s and ‘70s, and George Wintersteen, who successfully campaigned the #002 Corvette Grand Sport Roadster in 1966. This car resides in the Simeone Museum. Historian Harry Hurst will M.C. the discussion, and additional panelists will be announced soon.



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CELEBRATING “AMERICA’S SPORTS CAR,” COOL CARS FOR KIDS, INC.  
PRESENTS THE FOURTH PHILADELPHIA CONCOURS D’ELEGANCE (continued)

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**Premier Concours Entries:**

Classic car collectors from throughout North America are invited to submit their entries for the 2021 Philadelphia Concours d’Elegance (<https://www.philadelphiaconcours.com/concours-page>)

**Car Corral Registration:**

Classic car enthusiasts and owners are invited to participate in this year’s Car Corral to be held on the grounds of the Simeone Museum. Individual Space, \$50 (includes 2 tickets to the Concours).[www.coolcarsforkids.org/2020-concours-delegance/car-corral-registration/](http://www.coolcarsforkids.org/2020-concours-delegance/car-corral-registration/)

**Tickets**

Tickets to the two-day event Preview Gala and Concours can be purchased by visiting [www.coolcarsforkids.org/buy-tickets/](http://www.coolcarsforkids.org/buy-tickets/).

**AT A GLANCE**

**WHAT:** Fourth Philadelphia Concours d’Elegance & Preview Gala

**WHEN:** Saturday, July 17, 2021 – 10:00 AM – 3:00 PM

**WHO:** Families, classic car enthusiasts, collectors, racers, and one and all

**WHERE:** Simeone Foundation Automotive Museum, 6825 Norwitch Dr., Philadelphia, PA

**TICKETS & INFO:** [www.coolcarsforkids.org](http://www.coolcarsforkids.org)

For more information, visit [www.coolcarsforkids.org](http://www.coolcarsforkids.org), or call 267-982-CCfK (2235)

Cool Cars for Kids, Inc. is a nonprofit organization based in Philadelphia, Pa. that brings together families of children with genetic conditions and classic car enthusiasts who share a common passion and appreciation for the one-of-a-kind. Funds raised from this unique partnership will directly forward its mission by supporting local and national charities – including The Children’s Hospital of Philadelphia – to deliver care and support to children and families who struggle with the medical complexities associated with rare diagnoses. [www.coolcarsforkids.org](http://www.coolcarsforkids.org)



Former Eagles Coach Dick Vermeil (with his 1926 Open Wheel Sprint Car “Black Beauty”) – a Cool Cars for Kids Board Member and Honorary Chairman who will be in attendance again this year.



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**JULY 17, 2021, 10AM - 3PM**

SIMEONE FOUNDATION AUTOMOTIVE MUSEUM  
PHILADELPHIA, PA

**CORVETTE AS FEATURED MARQUE**

**Corvette Panel Discussion**

with legendary drivers Tony  
DeLorenzo, George  
Wintersteen, and others, led by  
historian Harry Hurst

**Eagles Football**

Coach Dick Vermeil, Eagles  
Mascot SWOOP and  
Cheerleaders in attendance



Photographs by Michael Furman for the Simeone Automotive Museum

FOR MORE INFORMATION ABOUT THE EVENT, TICKETS &  
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\*VEHICLE    make \_\_\_\_\_ model \_\_\_\_\_ year \_\_\_\_\_ color \_\_\_\_\_

### PROOF OF INSURANCE MUST BE ATTACHED

\* IF YOU HAVE BEEN ASSIGNED A CAR NUMBER THAT WILL BE YOUR NUMBER FOR EACH RALLY. WE DO NOT HAVE DUPLICATES OF THESE NUMBERS, SO PLEASE BRING YOURS.

Please list your assigned number \_\_\_\_\_

IF YOU HAVE NOT BEEN ASSIGNED A CAR NUMBER, PLEASE CHECK HERE \_\_\_\_\_ AND A NUMBER WILL BE ASSIGNED TO YOUR VEHICLE.



**ENTRY FEE:** (Rookie Team rate is discounted to \$250)

**\$400** entry form, payment and insurance received by **May 7, 2021** \$\_\_\_\_\_

**\$425** entry form, payment and insurance received after **May 7, 2021** \$\_\_\_\_\_

(Entry fee covers all meals for drivers and navigators)

**\$10** each additional person for Friday's dinner \$\_\_\_\_\_

**\$10** each additional person for Saturday's dinner \$\_\_\_\_\_

**\$10** each additional person for Sunday's brunch \$\_\_\_\_\_

**TOTAL CHECK** (payable to Northeast Rally Club) \$\_\_\_\_\_

**We plan to attend Friday's Lunch**    YES                      NO                      MAYBE

**MAIL CHECK AND INSURANCE TO:**

**BOB BRYAN, P. O. BOX 547, MILLSBORO, DE 19966**

Please list name of anyone that will be coming with you so that we can have name tags,

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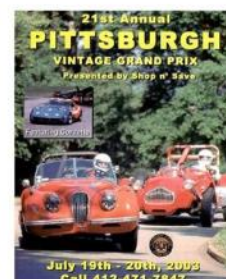
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## USING MEMBER FORUMS by Tom Shaner

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

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

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

---

### \*\*\*Posting pictures and video's \*\*\*

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

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

This process works for YouTube videos too.

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

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





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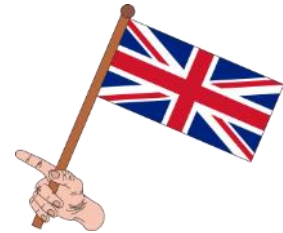
Name (s) \_\_\_\_\_

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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](mailto: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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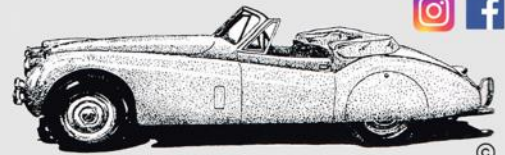
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# Delaware Valley Jaguar Club

**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:

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<i>City</i>	<i>State</i>	<i>ZIP Code</i>

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--

Phone 2:

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Email:

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Occupation  
optional):

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Retired?

Co-Member  
Name:

<i>Last</i>	<i>First</i>	<i>M.I.</i>

**Definition of membership:** For the purposes of JCNA membership, the term "Member" is deemed to include the primary member and his/her spouse or significant other living in the same household, and children of the "member" 18 years of age and younger (i.e., up to the year in which the child turns 18). **Youth Enthusiasts\*** membership is available at a cost of \$25.00 for members 25 years of age or younger. Includes a one-year subscription to the *Jaguar Journal*, a bi-monthly publication distributed by Jaguar Clubs of North America, Inc., and the *The Jaguar's Purr*, the local club monthly newsletter by e-mail with free Classified Ads for members.

**Child under 18?** Name: \_\_\_\_\_ Date of Birth \_\_\_\_/\_\_\_\_/\_\_\_\_

☐ Youth Enthusiast? Name: \_\_\_\_\_ Date of Birth \_\_\_\_/\_\_\_\_/\_\_\_\_

**Signed:** \_\_\_\_\_ **Date:** \_\_\_\_\_



**Annual Dues:**

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

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

Youth Enthusiast \$25.00

If paying by check:

**Please make your checks payable to DVJC**

**Mail to: Jim Sjoreen, 920 Ivycroft Road, Wayne, PA 19087**

Jaguars Owned				
Year	Model	Body Type	Color	Memo

**Emergency Contact Information**

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

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

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

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

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



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## DVJC Instagram Post from 25th Annual Lewes British Motorcar Show



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**delaware\_valley\_jaguar\_club** DVJC had a great day yesterday at the 25th annual Lewes British Motorcar Show at the Cape May-Lewes ferry grounds on the Delaware Side. Congratulations to our winners:

1st Place-Jaguar Sedan-Jeff Bolmeyer (2001 XJR Saloon)  
3rd Place-Jaguar Sport-Steve Gendler (1969 E-Type OTS)  
2nd Place-Jaguar Sport-Tom Shaner (1969 E-Type OTS)  
Best of Show-Tony Tinari (1958 XK 150 SE DHC)

Huge thanks to the British Car Club of Delaware and the Lewes Chamber of Commerce for sponsoring a wonderful event! #jcna #jaguarclubsofnorthamerica #leweschamberofcommerce #britishcarclubofdelaware

Tom Shaner (left) and DVJC President Bill Beible (right) with DVJC banner. See next page for more photos.



## 25th Annual Lewes British Motor Car Show Photos

By: Tony Tinari



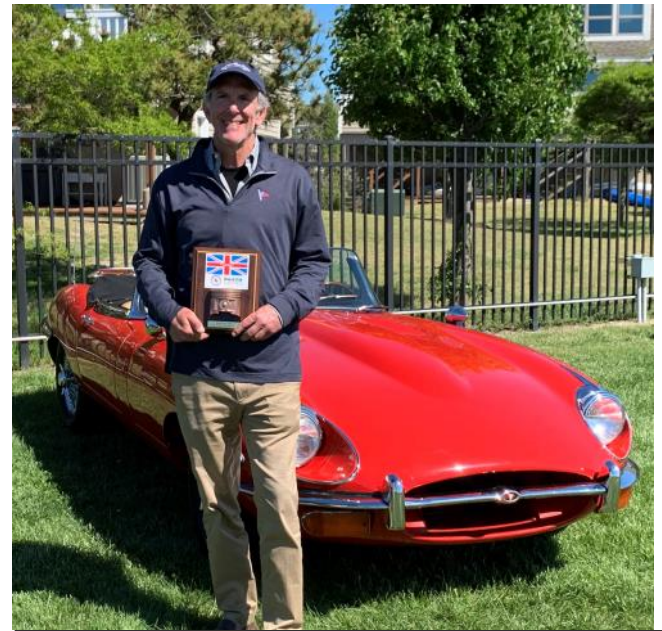
DVJC Award Winners (left to right) Tony Tinari, Steve Gendler and Tom Shaner.



Steve Gendler (left) and Tony Tinari (right) with DVJC President Bill Beible (center).



Tony Tinari with his 1958 XK 150.



Steve Gendler with his 1969 E-Type.



E-Types on display.