
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB

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August 2021

DVJC Slalom Returns



After a one year hiatus thanks to the pandemic the Delaware Valley Jaguar Club returned to Garnet Valley High School, home of the Jaguars, on Saturday, July 10, 2021. Thirteen cars competed in the test of driving skills. The results can be viewed on the JCNA web site at <https://www.jcna.com/slalomresult/18405>. Thanks to Rich Rosen for organizing the event and to Susan Rosen for photo documenting the event. Her photos can be seen at <https://www.flickr.com/photos/bcsphotos95/albums/72157719573997782>.



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 36 & 37 to update information.

Newsletter Contents

DVJC Slalom Returns.....	Cover
Membership Renewal	2
Advertising Rates	3
List of Officers.....	3
Upcoming DVJC Events.....	4
Your Monthly Bill	5
Welcome New Members	6
Jaguars at the Jersey Shore	7
Membership Musings	8
Speaking of Things Jaguar	11
2022 Cars of DVJC Calendar	15
Greetings from the Green Lane Growler.....	16
DVJC Concours Flyer	21—22
Classifieds.....	23—24
British Car Club of Delaware Car Show	25
DVJC On Line Store.....	27
Using Member Forums	29
DVJC Wants You!.....	32
DVJC Membership Forms.....	36-37
Coventry Foundation.....	38

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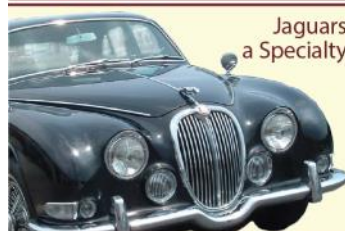
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Union Park Jaguar.....	10
Moss Motors / XKs Unlimited.....	14
Lindley Motors.....	26
Ragtops and Roadsters.....	26
Cloverleaf Auto Service.....	28
Jaguar Main Line.....	28
Welsh Enterprises.....	30
SNG Barratt.....	31
JC Taylor.....	31
Jaguar of West Chester.....	33
Muncie Imports & Classics.....	34
Jaguar Willow Grove.....	35
Coventry Foundation.....	38

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Upcoming DVJC Events

August 7, 2021

**DVJC Annual Concours d'Elegance (see page 20—21)
Historic Hope Lodge, Fort Washington, PA**

Registration is closed for judged cars but all are welcome to come and enjoy the cars on display, food, and music.

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

September 18, 2021

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

Contact: [Click Here](#) for more information.

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

**Jaguars at the Jersey Shore (see page 11)
Cape May and South New Jersey**

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

November 20, 2021

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

Contact: [Click Here](#) for more information.

December 18, 2021

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

Contact: [Click Here](#) for more information.



Your Monthly Bill *August 2021*

Fun and Friendly Competition at the 2021 DVJC Slalom



Thirteen DVJC members competed in the Slalom on a beautiful July morning. As usually happens, some of us, me included, got “lost” on the course by turning on the wrong side of a cone or driving the wrong pattern for a particular lap. Regardless, we all had a great time and a few laughs together. One of our spectators, Jack Devers, came with his membership application and is now a member of our club.

This was not a Jaguar exclusive event. Five of the thirteen cars were not adorned with a leaper or growler. They included two Volvos, a Mustang, a Nissan flying the Union Jack (Maybe that qualifies it as a British car.) and Ann Perry’s “E-Type” (Chevy E-quinox). Jay Greene’s plan to use his drone to video the races was grounded as a “no fly” zone was in effect because President Biden was home in Delaware.

Cold drinks were the order of the day with lunch at McKenzie Brew House in Chadds Ford after the races were over.

Special thanks go to the Rosen family (Rich – Slalom chairman, Susan – photography and Cooper – starter), Jim Sjoreen – timekeeper/scorekeeper and everyone who helped set up and clean up.

Grace, Pace and Space



Nancy and I capped off a sunny and warm July day on a fifty-minute cruise along the coast of Ocean City with our older two grandchildren on this ocean-going speedboat – “The Screamer.” There was no shortage of “pace” and its high-speed maneuverability was the closest you could come to Jaguar handling on the water. The captain did jump waves and threw in a few power turns to cool us down with showers of ocean spray.

Earlier this week, Nancy and I took another top-down cruise, this time in our XK8, to refine and recheck the route for the drive from Lucy the Elephant in Margate to Cape May through the towns highlighted in the song “On the Way to Cape May.” The first twenty-five miles includes a contest in which participants are asked to answer questions about landmarks along the route to the BBQ hosted by Alex and Teri Giacobetti at their home in Avalon. Prizes will be awarded! At the conclusion of the picnic, we’ll drive the eighteen remaining miles to the hotel in Cape May – no questions, just take in the scenery. Check the event listing on our website for more details. To date, twenty-five DVJC members are registered. There is room for more and I encourage you to join the fun. There are a few rooms still open at the hotel. Make your reservation and email me to let me know you’re coming. Further information will be provided to registered participants in the near future.

The DVJC Concours is just a few days away. Even if you have not entered a car or volunteered, come to the show with family and friends for a good time this Saturday August 7. There will be about two hundred British cars and motorcycles, craft beers, food trucks and music throughout the day.

Two weeks later, August 21, join Ed and Carol Petrow for a picnic at their home in Glenmoore, PA. Ed will be sharing his car and motorcycle collection along with the accumulated knowledge gained over many years collecting and restoring automobiles. Carol looks forward to showing the variety of native plants on their property. RSVP directly to Ed at edpetrow22@gmail.com by August 13. Check our website for more information.

Spring House Tavern



Your Monthly Bill *August 2021 (continued)*

Several members have inquired about the magnificent brunch that so many of us have enjoyed at the Spring House Tavern. Tom Shaner has spoken with the manager of the restaurant. For the remainder of the fall, they will continue to offer lunch for DVJC. The restaurant is not open to the public until 4:00 PM. They value our business and open early to serve lunch just for DVJC. The private room where we typically eat and the room where the brunch is served is being remodeled with completion anticipated in January. They plan to resume offering their Sunday Brunch following completion of the remodeling work.



British Reliability Run!

The British Reliability Run – 2021 Edition – is scheduled Saturday September 25. Two DVJC teams have already registered for this fun one-day fund raising event - Bob and Marcia Hunter and Bill and Nancy Shelly. If you haven't participated previously, I encourage you to give it a spin. It's great fun and all money raised supports the Shriners Hospitals for Children mission.

Enjoy these wonderful summer days!

Bill

Welcome New Members

Dominick Infante & Rosanne Payne
Wynnewood, PA

Jack Dever
Ephrata, PA

Merle & Deborah Graham
Egg Harbor Township, NJ

Christopher Fitzgerald
Coopersberg, PA

Scott & Shira Alberts
Upper Darby, PA

Jaguars at the Jersey Shore



Join with your DVJC Friends for a relaxing three days "Down the Shore." For those of us who grew up or have lived around Philly for a long time, you surely recognize the words of the song "[On the Way to Cape May](#)" that are depicted on the post cards. We will trace that route with a fun drive from Lucy the Elephant in Margate City to our hotel in Cape May.

Tuesday September 28

- 10:00 AM - Meet – [Lucy the Elephant](#), Margate, NJ.
- 10:30 - Scenic drive to Giacobettis' home in Avalon for BBQ picnic.
- Casual drive to Montreal Beach Resort in Cape May.
- Balance of day and evening– "on your own."

Wednesday 9/29

- 10:30 - Vineyard tour and wine tasting followed by lunch at [Jessie Creek Winery](#).
- Afternoon "on your own."
- 6:00 - Group dinner on the dock – [Crab House at Two Mile Landing, Wildwood Crest](#).

Thursday 9/30

9:00 - Breakfast – [McGlade's on the Pier](#) (Directly on the beach).

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.

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.

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

A notice will be sent when the website is ready for everyone's registration.

Questions? Call or [email](#) Bill Beible 610-223-1051

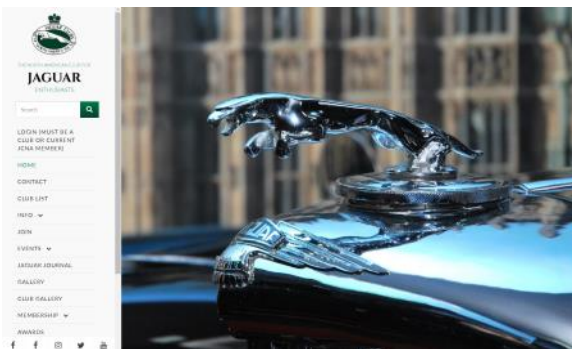


Membership Musings

August 2021

By: Tony Tinari

During the month of July, a Zoom conference of the membership directors of various affiliates of Jaguar Clubs of North America was held. One of the primary agenda items was the launch of the revised and updated JCNA website which has now gone live. If you have not visited this resource lately, or ever, I strongly encourage you to do so. Here is a screenshot of the home page at www.jcna.com:



You will want to log in with your JCNA member ID number so you can access the “Members Only Section” which will appear on the menu at the left side of the screen. Your member ID will have been furnished on a member card which accompanies each print issue of the *Jaguar Journal*; this will be your User ID for purposes of the JCNA website. For DVJC members it will be “NE33-” (our club designation) followed by your individual five digit identifier. And don’t forget the hyphen! If you have not previously logged in as a member and established a password, just click on “Reset Password” and you will receive a message at your pre-populated email address with a reset/access link.

The entirety of the website is well worth the time spent exploring it. A few of the highlights, for me at least, include the complete digital set of issues of *Jaguar Journal* from November 2018 through May-June 2021, and a very detailed set of “Judging Guides”

for various Jaguar models. Those items are only available under the “Members Only” section drop-down menu. There is also an abundance of information publicly available on events, individual club information, JCNA history and governance, and a vast number of photographs in the “Gallery” section well organized by model. Finally, as is certainly timely for DVJC, the complete and current Official JCNA Concours d’Elegance Rule Book and Instructions for Judges are all available online.

My hope for future meet-ups of the JCNA affiliate membership directors is that we will be doing more sharing of best practices regarding recruitment and retention of our fellow enthusiasts. Beyond discussion of the impressive JCNA website, I have to tell you that I came away from the call with a good feeling that DVJC is doing well in a number of areas where some of our counterparts are struggling. A robust schedule of events, solid financial position, regular and informative newsletters and communications, and increasing membership ranks are a few of the areas in which our club is performing quite well.

So much for the business of membership, now for the “musings” part of this monthly exercise, if you will please indulge me. We in the United States are indeed fortunate to be in a much better spot than last year at this time in terms of containment of the pandemic, despite the persistence of virus variants. Of course, now it’s the time of year when those of you who love to travel or who may have folks you want to visit outside of the US, would like to get on the road or in the air, as the case may be. Those efforts may have been stymied by lingering travel restrictions, or perhaps by your own prudence. In an effort to assist in addressing your travel wanderlust, Membership Musings proudly presents here a few examples of our favorite automobile marque, each in their native habitat:

Membership Musings (continued)



E Type Series 2 OTS, near Lucerne, Switzerland



XJ6, Old Library, New York City, NY, USA



F Type with Race Modifications, Sydney, Australia



E Type, Series 1 FHC, Eiffel Tower, Paris, France



C Type, Dolomite Mountains, Northern Italy

Fortunately, it is unnecessary for you to travel to any of these exotic locations to see gorgeous Jaguars, since a total of 47 such beasts will gather this Saturday, August 7, 2021, at historic Hope Lodge in Fort Washington, PA for the annual DVJC Concours d'Elegance, to be proudly resumed, rain or shine, after a 2020 pandemic hiatus. Hope to see you all there!

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Speaking of Things Jaguar - August 2021

By Paul Trout

The End of the Line

One day last month I was talking on the phone with my brother who lives in South Carolina. He's a car guy like me, so our conversations eventually turn to some car related subject. He asked me if I had received my latest Hagerty Drivers Club magazine. I told him I hadn't since mail delivery in the Elverson rural delivery zone is in its own time zone and a few weeks behind the rest of the world. So he said he wouldn't spoil it for me, but dropped a hint that there was a very nice Jaguar article in it. Bated breath set in and about a week or two later said magazine was found rolled up in my mailbox. The article he mentioned was titled "Joy of Six", subtitled "A 400-mile awakening with an E-Type and the Blue Ridge Parkway." It was a good read.



If you don't get the Hagerty Drivers Club magazine but have or admire the E-Type (really, who doesn't?), borrow it from someone who does or read it here:

<https://www.hagerty.com/media/driving/joy-of-six-jaguar-e-type-blue-ridge/>

However, the article that left a lasting impression on me was not that one. Toward the back of the issue there was a one page report that stopped me in my tracks and filled my head with lyrics from one of my favorite Traveling

Wilburys songs. If you don't remember them, the Traveling Wilburys were a group of friends who were fooling around one day in one of their personal studios and decided to record an album together. The friends were George Harrison, Roy Orbison, Jeff Lynne, Tom Petty and Bob Dylan. It was Bob's studio.



The report was titled "2021 Jaguar F-Type R – Jag's sportster finally matures into a modern E-Type." The report heaped praises upon the F-Type R and rightly so. After nearly a decade the latest version of Jaguar's sports car is perhaps as developed as it is going to be. The 575 horses under the down-swept bonnet are more than adequate to move the gorgeous, unmistakably Jaguar, shape through the atmosphere to seriously illegal speeds in a sizable hurry. Describing what a pleasure the F-Type R is to drive, the author states "The steering and suspension elicit a sensation of absolute control without characteristic British spasticity." I'm truly not certain what "British spasticity" is, but I'm so pleased the F-Type R doesn't have it. Still available as either coupe or roadster with rear or all-wheel drive, the F-Type, compared to other British, German, or Italian sports cars, is a bargain with a price range between \$63k and \$107k. It also has the exotic quality of rarity with only about 2,200 sold annually or about the same number of F-Series trucks Ford sells in a day.

Speaking of Things Jaguar - August 2021



All of this praise and adoration of the F-Type with its heritage going all the way back to the XK 120 and the E-Type was not what ignited the lyrics from the Wilburys. No, it was the underlying theme that the F-Type will be the last of the Jaguar gasoline powered sports cars. With Jaguar committed to being all electric in 2025, I guess, intuitively, I knew that, seeing it stated in print by a respected automotive journalist hit me like a dagger through my growler. And thus George, Bob, Tom, Jeff, and Roy began singing loudly “The End of the Line!” The rest of the song has little or no relevance to any of this, but I couldn’t get it out of my head the rest of the day.

The author offers a bit of an ode to what we will miss, “...the F-Type serves ably as Jaguar’s final statement on the joys of the internal-combustion sports car.” That made me think of something else I read recently. My son Ben follows the blog of his former English teacher and sent a recent posting to me. One short paragraph sums up the joys of the internal-combustion sports car. It certainly brought back many fond memories of such for me. *“An old friend who I have not seen for over 20 years recently wrote to me. As a senior in high school he owned a vintage Bug-eyed Sprite sports car that he was trying to restore. I thought of him and a ride we took once. I was 17. I don’t remember the season, but the top was down, and we were riding through northern Berks County, then a sprawling rural band of old market roads, narrow twisty things filled with blind spots and sudden turns. We were flying, sometimes*

really flying, as we ripped up small hills to rocket off the crest. Seated inches from the road surface, ignoring common sense and law, we were shouting, laughing, roaring with joy, and in the rare straightaways, my friend cranked her up. Nothing mattered except that speed, that engine roar, and that future opening before us every single instant.”

Yes, the F-Type ends the long line of Jaguar internal combustion sports cars, but there may be a thrilling future once Jaguars have instant torque and, oh, say, 1000 horsepower. If there is a successor to the F-Type it may have the potential to be a voluptuous game changer like the E-Type was in 1961.



If the Jaguar Vision GT SV is any indication of where Jaguar is taking the sports car of the future, bring the future on! The Vision GT SV looks a bit like an XJ 220 if it were designed about five years in the future. It has a shape that would make an E-Type envious and Enzo rethink his famous statement.



That shape means business with active and

Speaking of Things Jaguar - August 2021

passive aerodynamics to generate a thousand pounds of down force at 200 miles per hour. Considering it has a top speed of 255 miles per hour, down force is a huge factor in preventing undesired aerobatics. There are four electric motors, one in each corner, generating 1400 Kw for a total 1877 horsepower and 2478 ft lbs of instant torque. Acceleration is a breathtaking 0-60 in 1.65 seconds and 0-100 in about another second. This is one amazing Jaguar. It has been described as being gracefully savage with performance like no other Jaguar before it. With styling hints of the C-Type, D-type and the XJR LMs of the eighties it takes the "Art of Performance" to a whole new level.



AND.....You can have one now... if you have the latest PlayStation game console and the latest Gran Turismo release. Gran Turismo is a racing simulation video game developed for the PlayStation game system. Introduced in 1997, it is PlayStation's highest selling game with over 80 million sold. In 2013 to celebrate Gran Turismo's fifteenth anniversary, Polyphony Digital, the makers of Gran Turismo, introduced the "Vision Gran Turismo", a special project featuring concept cars designed for the game by top automobile companies. The list of auto makers who have participated reads like a "who's who" of motorsports. It includes Ferrari, Lamborghini, Audi, Mercedes, McLaren, Honda and, of course, Jaguar. The only limiting factors in the design challenge of a Vision race car are the use present day materials and technology. In other words, it must be possible to actually

build one. Certainly this is an automotive designer's dream; a free hand and limitless material's budget. Some manufacturers have actually built full scale models of their Vision cars, including Jaguar. Julian Thomson, Jaguar's Design Director had this to say about the Vision GT SV: *"The Vision GT SV is a dramatic and visually arresting car which showcases what's possible when the traditional boundaries governing real-world car design are completely removed. In bringing this car to life with a full-size design study we've been able to showcase the most extreme version of an electric Jaguar race car that is inspired by the past but looks fearlessly to the future."*



The Vision GT SV design team worked hand in hand with the Jaguar Racing team. James Barclay, Team Director of Jaguar Racing had this to say: *"Working on the development of Jaguar's Formula E I-TYPE race cars in parallel with the Vision Gran Turismo SV has given the Jaguar Racing engineers an unprecedented opportunity to apply their expertise to two incredible electric race cars – our most advanced Formula E car yet, and an endurance racer for the virtual world. Both have been designed and developed using state-of-the-art simulation tools to push all-electric powertrain and software technology to the limit..."*

Speaking of Things Jaguar - August 2021



From my perspective, the Vision GT SV shows that Jaguar has the design capability and vision to create a worthy successor to the F-Type and drive that long Jaguar heritage of exhilarating sports cars into an electrified future. I'll miss the roar of the Jaguar, but with a sports car like the vision GT SV I think the Traveling Wilburys could be replaced by Simon and Garfunkel with "The Sound of Silence".



Enjoy Your Jaguar!

Paul T

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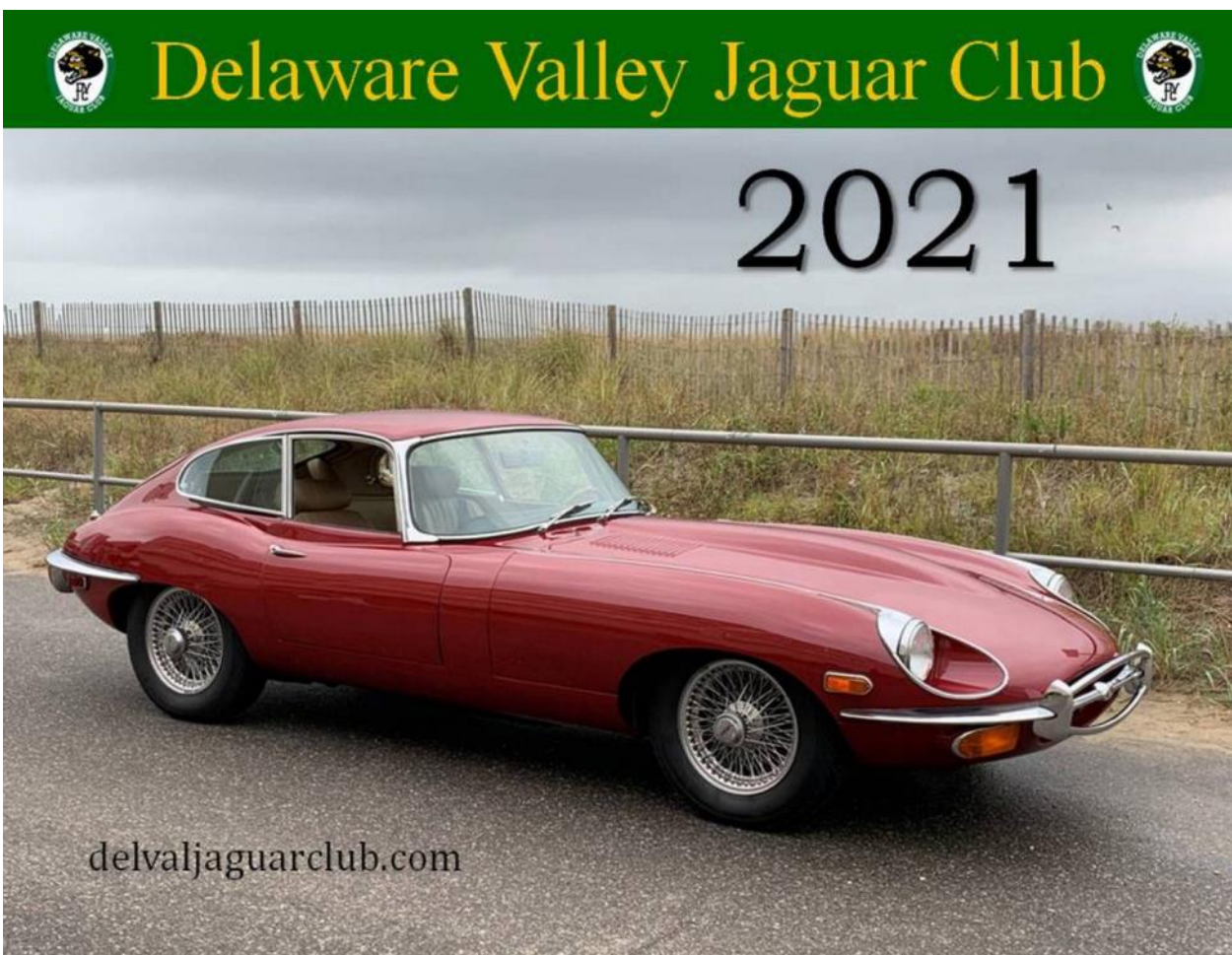
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2022 Cars of DVJC Calendar

I hope you all enjoyed your 2021 DVJC calendar. Among our membership these calendars graced garages, dens, kitchens and offices with the lovely photos of member Jaguars. They also served as a daily reminder of the pride and enjoyment you take in your own Jaguar and of DVJC events. It provided a place to “put it on the calendar”. Planning for the 2022 Cars of DVJC calendar is already underway. This year’s calendar will be built using member submitted photos of their Jaguars. So, get out your camera or smart phone and pose up your Jaguar! There are two DVJC signature events coming up that will provide great opportunities for “Jaguar Photo Ops”, the Concours and the Slalom. While profiles and three quarter front shots make nicely posed photos, candid or creative shots can be quite eye catching as well. So be creative and capture the spirit of your Jaguar.



Photos must be in high resolution digital format of at least 8x11 at 400 dpi. Photos should be submitted via email to Paul Trout at pgtgt@aol.com by September 1st 2021. Members may submit up to three photos each. Photos to be used in the calendar will be selected by the calendar team on the basis of creativity, quality and representation of the “Art of Performance”.

Greetings from The Green Lane Growler—E-Type Factory Detachable Hardtop

Article and Photos By Kevin Fitzgerald

If you've ever toyed with the idea of buying the rare factory hardtop (HT) for your XK-E, there are certain things you might want to consider. This article covers everything you've always wanted to know about this sexy optional accessory for the "greatest crumpet collector known to man," as American automotive journalist Henry N. Manney III described the E-type.

The same fiberglass detachable HT was factory-supplied for both series 1 and 2 E-type convertibles in only one color—black. After some modifications, the HT eventually became available in May 1962. About a decade later, a different-shaped detachable HT was available for series 3 V12 cars (which won't be discussed in this article). Many original owners decided to have the HT painted body color by the dealer. The quality is very good, the fit is very nice, and the interior liner is of a higher quality than aftermarket copies. What distinguish the factory HT from imitators are the two chrome finishers on either side in an inverted L shape that continues the rear edge of the door chrome on the HT.



And as you can imagine, the HT provides better heating during the winter than the soft top—a real plus, given the less than robust E-type heating system.

Except on racetracks, fiberglass HTs are rarely seen on E-types today. In JCNA Concours judging, especially the champion and driven classes, an entrant may be asked to remove

the HT to allow judging of the soft top's condition. This optional accessory can be problematic not just in Concours events, as the risk of damaging the paint by scratching or scoring is always present no matter how carefully the HT is installed or detached.

Sixty years ago, this carefully crafted, wind-cheating shape was subjected to weeks of wind-tunnel testing by Malcom Sayre and his team to maximize aerodynamic properties for the handful of lightweight E-type race cars produced. In my experience, the rear-window visibility of the HT is about 75% greater than either the canvas or British vinyl soft top.



For these reasons, the HT has become *de rigueur* for running on racetracks today, like the Goodwood motor circuit in West Sussex, England.

In the 1960s, Anco Products and Parrish Plastics began supplying aftermarket products for the E-type. Their fit was poor, the headliner was crude, and problems arose with rubber and chrome fitment. These days, Smooth Line USA, based in New Kensington, PA, supplies removable HTs for E-types, which appear to be the same as those sold by Parrish Plastics.

Across the Pond, in Bidford-on-Avon, England, Honeybourne Mouldings also sells new reproduction HTs—but the fixing hardware seems to be nonoriginal. It's advisable to stay with a factory HT if you can find one, as they

Greetings from The Green Lane Growler (continued)

are becoming scarce and very expensive. When I contacted Moss Motors/XKs Unlimited last year, they cautioned that their rubber seal and possibly the windscreen would not fit aftermarket tops like Anco's. It seems no amount of money can get you an NOS factory HT complete with chrome finishers because they're virtually extinct. After years of waiting, I discovered just today that only one pair of chrome finishers is available from SNG Barratt, for a mere \$1,856. Depending on suppliers, the Perspex rear screen goes for \$350 to \$600. The rubber sealing strip holding the window in place is under \$100. In addition, Classic Motor Cars (CMC) in Bridgenorth Shropshire supplies the whole kit and caboodle—tops, screens, seals, and chrome finishers—as well as free advice. (More about CMC later.)

My present E-type

In June 2017, I purchased a light-blue 1969 Series 2 convertible E-type from a gentleman in Scranton, PA. We fairly quickly negotiated a price, and once we arrived back at his home from the notary, he exclaimed, "Oh, by the way, I have a hardtop that goes with the car." I was delighted. This was my third E-type purchase but my first detachable HT. It had been painted body color 8 years before and was in excellent condition—except for the original rubber, which had pronounced dry rot, a yellowed and scratched Perspex screen, and chrome that was lifting in places. After fitting the HT onto the car, I loved the aerodynamic look. Immediately it reminded me of the original limited-edition lightweight race cars. Once home, I polished out the scratches and got rid of the yellowing. I semi-reattached the chrome and drove it that way. I kept the HT on mostly during the winter. But the deteriorated rubber seal was becoming a real problem holding the chrome in place on the windscreen. Something had to be done. The HT was now completely unusable, and the daylight was showing through between the sealing rubber and the top.

Could I replace the rubber myself, or should I let an experienced person do it?

First I consulted *The Complete Official Jaguar "E" Workshop Manual*. Unfortunately, it gives scant attention to replacing the rear HT Plexiglas screen—or the rear light, as they call it. All it says is, "If, however, the rear light becomes badly scratched, it may be renewed by proceeding as for windscreen removal and refitting on page 17." Herein lies the problem: The front tempered glass window is a totally different animal than the rear Plexiglas screen, with each having a different shape and different stress characteristics. However, the workshop manual incorrectly states that you can use same procedure to refit both of them.

Getting no correct instruction on the proper procedure for the rear light, I was stymied. I began to consult people more experienced than me about windshields. The more I talked to them, the more discouraged I became. "If you do it yourself, chances are you'll crack it." Or "See me in the fall." Or "Just leave well enough alone." Or "The Plexiglas is too brittle. I refuse to do it." Or "You'd better invest in another windshield." I kept hitting a dead end. No one had recently done one. I consulted Jag Lover's forum online and YouTube—nothing.

So I finally decided to tackle the problem myself—or rather, with a partner—after one well-known restoration shop warned, "We can probably do it. But it won't be cheap, it won't be soon, and we won't guarantee it." If no one would guarantee their work and if the window was going to break anyway, I thought I'd rather break it myself. As they say, no risk, no reward.

Thankfully, Terry Lippincott, the Guru of all things Jaguar (whose garage is in Sinking Spring, PA), provided invaluable advice. He also handed me some locking strip material and lent me the factory tool to install it.

Greetings from The Green Lane Growler (continued)



(A similar tool, the Lisle 47000 windshield locking strip tool, can be ordered online for just \$10.) Armed with all the parts needed, an accomplice—a favorite mechanic of mine, Dominic DeGlas of Tylersport Service Center—and I collaborated in carefully removing the chrome and then the old rubber, cleaning the flange, installing the screen and both seals, and locking in the chrome finishers. This job takes preparation, patience, and finesse. We accomplished our goal in about 2½ hours, with some high fives. But at one point we needed three pairs of hands working in unison.

Helpful hints

When ordering a replacement sealing strip, make sure to ask if it's one long, straight piece or a round, continuous loop. Round is preferable because it seals out water better and the ends don't need to be butted up together. Moss Motors sells one for \$85. Remember—over time, rubber will always shrink and since there's no adhesive used to attach the sealing strip to the HT aperture, you want to prevent water incursion.

A few words about chrome finishers: If you still have your old chrome and want to use it, know ahead of time that it won't stay seated all the way around in the rubber, especially in the corners. Even if they're usable, chances are they're bent and need to be carefully

straightened; they'll still resist staying in place unless glued. Remember, this factory HT was a limited production option. The Browns Lane plant in Coventry, England apparently made the chrome finishers too narrow for the sealing rubber to hold them firmly in place.

Back in the 1960s, these chrome finishers didn't fit properly and tended to pop out with normal vehicle operation, littering America's highways. I suspect the reproduction rubber provided today is no better in holding in the chrome finishers than the original sealing rubber. (More on this topic later.)

CMC to the rescue

After Dominic and I succeeded in our venture, I decided to consult CMC, which I consider to be the authority in all things Jaguar. They recreate and restore some of the world's best award-winning Jags and have a continuing presence at international shows like the Concours d'Elegance in Pebble Beach, CA. I emailed them asking about their installation instructions just to confirm that we had done it correctly. The advice they gave me was phenomenal. One of CMC's managers, Paul Peach, generously shared his expertise and gave me permission to reprint it for our DVJC members. He was kind enough to send pictures of the cross-section of the sealing rubber to identify specific grooves where the chrome, screen, and locking strip go. I'm providing his instructions here with his permission:

Factory hardtops can be a bit tricky to fit new seals to, and do generally need gentle treatment. The easiest way to get the old screen out is to gently remove the chrome with a hard plastic stick (usually hook the stick behind the rubber retaining flap and pry away to allow the chrome to come out of the channel without breaking.

Greetings from The Green Lane Growler (continued)



Once both side chromes and top and bottom clips are out, cut the original seal retaining lip where it holds the Perspex in place all the way around. This allows you to lift out the Perspex and then remove the remaining seal from the hardtop.

(NB: At this point, the joint/aperture needs to be clean and smooth, with no rough edges. This is imperative. As Manney advised, no “coarse bodging and filing.”)

Refitting is slightly harder. Fit the seal to the hardtop. (You will have to ensure the joint in the seal is in the middle on the bottom of the hardtop window aperture.) Fit the Perspex screen from the bottom face, working the plastic stick around the screen to lift the top retaining seal flap, thereby securing the screen in place. When the screen is in, the fillet strip needs inserting into the seal to lock the screen in place.

(NB: At this point, the screen needs to be firmly set into the rubber seal starting from one side and alternating top and bottom working toward the middle, and then finishing on the opposite side. It’s basically common sense to avoid any possible gap in the corner once you’ve started. Unfortunately, the workshop manual doesn’t

go into enough detail on how to properly fit the rear windscreen and fails to account, as I indicated earlier, for the different shapes and stress characteristics between the glass front window and the Plexiglas rear HT window.)

Once the screen is secured, the next step is refitting the chrome. Offer up the chrome to the outside faces first; follow the same procedure as with the Perspex except that the chrome is secured by flaps at the top and bottom of the seal. Once the middle is done, move onto the top and bottom legs and repeat. This leaves the top and bottom chrome joiners to fit using the same process. You should not use screws!

Tips:

We use a solution called rubber care to give some lubrication to the rubber on the hardtop when trying to fit, especially the screen, as it makes it easier.



If you are worried about the chrome coming out, you would do best to use a bonding material to hold it in place; this generally comes in a tube with a nozzle. Ideally, gently push the nozzle below the seal flap and inject some sealer between the flap and the chrome trim all the way round. This then holds the chrome firmly in the seal. Also put some sealer on the back

Greetings from The Green Lane Growler (continued)

of the joining clips when fitting to stop them moving and coming away.



(NB: After bonding, I found it's best to use padded clamps to hold the chrome firmly in place until the glue sets. Part of the preparation involves marking the HT and rear window using electrical tape in several places to establish its correct position in the frame, as shown here.)



Finally, keep in mind that the very large rear windscreen makes the fiberglass flimsy in certain areas. Therefore, in following the above procedure for removing and refitting the rear light, be sure to take the HT off the vehicle and secure it firmly to a table. The sides of the HT must not flex inward and should be braced. The thin bottom-rear fiberglass lip below the window must not take any stress or pressure.

I hope this article gives my fellow DIY'ers the knowledge and confidence to successfully navigate this particular challenge if the need arises.

Keep calm, carry on. See you at the DVJC Concours.



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Champion Division Classes		Driven Division Classes	
C1/PRE:	Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51)	D1/PRE:	All Classics (Pre-XK engine) and XK 120, XK 140, XK 150
C2/120:	XK 120 (1948-54)	D2/E1:	E-Types (1961-67)
C3/140:	XK 140 (1955-57)	D3/E2:	E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71)
C4/150:	XK 150 (1957-61)	D4/E3:	Series 3 E-Types (1971-75)
C5/E1:	E-Types, Series 1 (1961-67)	D5/SLS:	Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)
C6/E2:	E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)	D6/XJ:	XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 1
C7/E3:	E-Types, Series 3 (1971-75)	D7/XJ:	XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 1
C8/SLS:	Early Large and Small Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70), MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)	D8/XJS:	XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
C9/XJ:	XJ6/12 Series 1 Saloons (1968-73); XJ6/12 Series 2 Saloons and Coupes (1973-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 1	D9/XJS:	XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
C10/XJ:	XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 1	D10/K8:	XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)
C11/J8:	XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) Note 1	D11/XK:	New XK and XKR Coupe and Conv. (2007-On)
C12/JS:	XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.	D12/J8:	XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004- 2009) Note 1
C13/JS:	XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.	D13/SX:	S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008)
C14/K8:	XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)	D14/FJ:	XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On)
C15/XK:	XK and XKR Coupe and Conv. (2007-On)	D15/F:	F-TYPE (2013-On)
C16/SX:	S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008)	D16/FP:	F-PACE (2016 - On)
C17/PN:	Preservation Class (more than 35 years old)	Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes D6/XJ and D12/J8 according to their years, engines, and body styles.	
C18/PN:	Preservation Class (20 to 35 years old)	Special Division Classes	
C19/FJ:	XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On)	S1/PD:	Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars and Production Jaguars privately prepared and modified for competition
C20/F:	F-TYPE (2013-On)	S2/MOD:	Modified
C21/FP:	F-PACE (2016 - On)	S3/REP:	Replica (non-production, Jaguar powered)
Note 1:	Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes C9/XJ and C10/XJ according to their years, engines, and body styles.		

See JCNA Concours rules for: Entry Eligibility, Awards, Division and Classes

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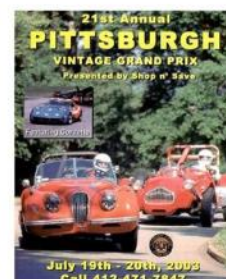
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USING MEMBER FORUMS by Tom Shaner

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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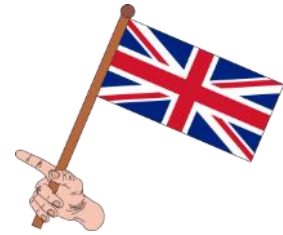
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DVJC Wants You!



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

2021 DVJC Golf Outing
British Car Club of Delaware Car Show
Holiday or special occasions involving your Jaguar.
Restoration efforts, successes, challenges.
Maintenance tips or experiences.
Equipment mishaps and repair efforts at an event.
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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- Custom Upholstery Work

Paint & Body

- Metal Fabrication
- Frame Straightening
- Paint Correction
- Parts Reconditioning

Mechanical Restorations

- Custom Updates



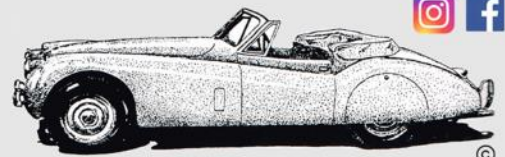
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Standard Interior Kits

XK120	XK150	
Roadster	DHC	\$4206
DHC	2811 FHC	4542
FHC	3813	
XK140	E-TYPE	
Roadster	Roadster SI & II	3063
DHC	Roadster SIII	2702
FHC	3993 FHC SI & II	3481
	4005 2+2 SI & II	4361
XK150	2+2 SIII	
Roadster	3981	4254
	call 800.338.8034	

Leather Seat Covers - pair

XK120	
Front Seats	\$1112
XK140	
Front Seats	1370
Rear Seats	270
XK150	
Front Seats	1197
Rear Seats	270
Call for models not listed - 800.338.8034	

E-TYPE	
Front Seats	\$880
Rear Seats 2+2	997
Headrest Covers	171
MKII Saloon	
Front Seats	1272
Rear Seats	1642
MKIX Saloon	
Front Seats	1686
Rear Seats	1719

Interior Components

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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:			
	<i>Street Address</i>	<i>Apartment/Unit #</i>	
	<i>City</i>	<i>State</i>	<i>ZIP Code</i>
Phone 1:		Phone 2:	
Email:			
Occupation optional):		Retired?	
Co-Member Name:			
	<i>Last</i>	<i>First</i>	<i>M.I.</i>

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

Child under 18? Name: _____ Date of Birth ____/____/____

☐ Youth Enthusiast? Name: _____ Date of Birth ____/____/____

Signed: _____ **Date:** _____

Annual Dues:

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

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 Sjoeren, 920 Ivycroft Road, Wayne, PA 19087

Jaguars Owned				
Year	Model	Body Type	Color	Memo

Emergency Contact Information

Full Name: _____

Last
First
M.I.

Address: _____

Street Address
Apartment/Unit #

City
State
ZIP Code

Primary Phone: _____ Relationship: _____

Direct questions to: membership@delvaljaguarclub.com.



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