# The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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March 2022

# **DVJC** Activities Picking Up



On Saturday, February 20, 2022, twenty three people attended the DVJC lunch at the Spring House Tavern. It was a beautiful day and nine Jaguars made the trip. The weather is getting better and the opportunities to share time with fellow club members are many. There is a "Flash Drive" starting at Unionville High School on March 5th and a lunch at Bennett Jaguar in Allentown on March 19th. Also, there are four judges training opportunities for those interested in helping with the annual DVJC Concours coming up on June 4th. See these and many other events on page 4 and on the DVJC web site.



#### 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 <a href="https://delvaljaguarclub.com/">https://delvaljaguarclub.com/</a>. 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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#### ADVERTISING RATES

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

issue

Half Page \$180/year; \$35 / issue

Quarter Page \$95 / year; \$20 /

issue

Business Card \$55 / year

#### **CLASSIFIED RATES**

Members' ads free of charge For up to three inserts for each item

Non-members \$15.00 per insert

#### **MEMBERSHIP RATES**

Single/Family \$75.00 per year/ emailed Newsletter

Youth Enthusiast \$35.00 per year

#### **DVJC OFFICERS INFORMATION**

President Vice President Treasurer Secretary Directors	Bill Beible Paul Trout James Sjoreen Gregory Morrison Tom Shaner Mike Wolf	610-223-1051 610-286-5701 610 989-3860 302-234-2712 215-628-0734 610-964-1104
Director of Membership	Rich Rosen Brian Craig Tony Tinari	609-923-7655 215-483-5861 215-850-1500
Web Master Speaking of Things Jaguar Editor Advertising Awards Concours Chair Chief Judge Photographer Club Merchandise	Brian Craig Paul Trout Brian Craig Paul Trout Noe LaFramboise James Sjoreen Alan Brown Brian Craig Noe LaFramboise	215-483-5861 610-286-5701 215-483-5861 610-286-5701 609-771-1230 610 989-3860 609-658-9467 215-483-5861 609-771-1230

President@delvaljaguarclub.com VicePresident@delvaljaguarclub.com Treasurer@delvaljaguarclub.com Secretary@delvaljaguarclub.com Directors@delvaljaguarclub.com Directors@delvaljaguarclub.com Directors@delvaljaguarclub.com Membership@delvaljaguarclub.com

bhc166@aol.com pgtgt@aol.com bhc166@aol.com pgtgt@aol.com jagnoe@att.net

Concours@delvaljaguarclub.com ChiefJudge@delvaljaguarclub.com bhc166@aol.com

jagnoe@att.net

# **Upcoming DVJC Events**

March 5, 2022 10:30 a.m. Flash Drive and Lunch Unionville High School Kennett Square, PA

Contact: Click Here for more information.

March 19, 2022 11:30 a.m.

Allentown / Bethlehem Lunch Event Bennett Jaguar, Allentown, PA

Contact: Click Here for more information.

April 24, 2022 10:30 a.m.

Sunday at Fort Washington State Park

Fort Washington, PA

Contact: <u>Click Here</u> for more information.

May 13, 2022 9:30 a.m. 2022 DVJC Golf Open

5 Ponds Golf Club, 1225 Street Road,

Warminster, PA

Contact: <u>Click Here</u> for more information.

May 21, 2022 12:00 noon Spring Fling (see p. 15)

Ringing Hill Fire Company, Pottstown, PA

Contact: Click Here for more information.

May 20-22, 2022

Pumpkin Run Rally (see pp. 51-52)

Millsboro Volunteer Fire Co., Millsboro, DE

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

June 4, 2022 8:30 a.m. DVJC Concours d'Elegance (see pp. 11 & 12)

**Historic Hope Lodge** 

553 S. Bethlehem Pike, Fort Washington, PA

Contact: <u>Click here</u> for more information.

June 26, 2022 2:30 p.m. Save the Date Star Wars Scenic Tour, Dinner and Symphony

Unionville High School (see p. 33)

750 Unionville Road, Kennett Square, PA

Contact: Click here for more information.

September 15-18, 2022

Jaguars on the Chesapeake Rock Hall, Maryland (see p. 31)

Save the Date

Contact: Click here for more information.

# **Upcoming DVJC Events**

January 22, 2023 11:30 a.m. Save the Date DVJC Annual Holiday and Awards Celebration William Penn Inn 1017 DeKalb Pike, Ambler, PA 19002

Contact: Click Here for more information and to register.

# **DVJC Judge Training**

March 12, 2022, Judges Training Workshop

9:00 a.m. Wayne, PA

Contact: <u>Click Here</u>, Login, go to Event Schedule, choose this date

and register.

April 2, 2022, Judges Training and Testing

9:00 a.m. Wayne, PA

Contact: <u>Click Here</u>, Login, go to Event Schedule, choose this date

and register.

April 16, 2022, Judges Training Workshop

9:00 a.m. Huntingdon Valley, PA

Contact: Click Here, Login, go to Event Schedule, choose this date

and register.

April 24, 2022, Judges Training and Testing

9:00 a.m. Solebury, PA

Contact: <u>Click Here</u>, Login, go to Event Schedule, choose this date

and register.

The training sessions above will provide DVJC members interested in judging at the Annual DVJC Concour d'Elegance the necessary information to be a successful judge. These sessions are for persons interested in judging for the first time and for veteran judges updating their credentials. For more information please contact Alan Brown, Chief Judge, at <a href="mailto:chiefJudge@delvaljaguarclub.com">ChiefJudge@delvaljaguarclub.com</a>

See Page 36 for more information.



## Your Monthly Bill March 2022

Since arriving in Florida last month, I have enjoyed a few "nature walks" exploring the FAR reaches of golf

courses chasing down misbehaving golf balls. Each time out, I have had the pleasure(?) of meeting a "resident" enjoying the sunshine. Here is one of my closest 12-foot-long friends guarding my ball



It has been heartwarming to see plenty of Jaguar convertibles with their tops down and drivers soaking up the sunshine. It won't be too long until that weather's back to our area.

The month of March is shaping up to kick off a busy spring for our club. On the first Saturday, March 5, Greg Morrison has organized a drive through southern Chester County followed by lunch at the Northbrook Market in Marshallton, PA. This is a beautiful area of Chester County. The starting location, Unionville High School, is just a short, pleasant drive from many members' homes. RSVP directly to Greg at kathleen.greg@verizon.net.

Training of judges for the upcoming Concours on June 5 begins with a workshop at Leo Kob's home in Wayne on Saturday March 12. As a complement to the required rulebook review and judges' test, the optional workshops provide "hands on" experience judging several different Jaguars with guidance by the owners and experienced judges. What I have learned by attending these sessions reinforces the adage that you can always learn something new. Experienced judges, apprentices and people considering volunteering as a judge can all benefit from the workshops. Please register on the website. For those who are unable to attend, there is another workshop in April at Tony Tinari's home. The first of two training and testing sessions

is scheduled for Saturday April 2 at Jim Sjoreen's home. Alan Brown's article explains the preparation for judging in more detail.

Andrew Hurley has invited other DVJC members to join the parade line in the Clinton, NJ St. Patrick's Day Parade on Sunday afternoon March 13. Clinton is a short twenty minutes from Easton and about 45 minutes from Doylestown. Lineup for the parade cars begins at 2:00 PM. The parade begins promptly at 3:00. Please notify Andrew directly by email at <a href="mailto:andrewjdhurley13@gmail.com">andrewjdhurley13@gmail.com</a> so that he can get you into the parade lineup. More information is available on page 8.

The following Saturday, March 19, Rob Bennett of Jaguar Allentown is hosting our monthly lunch at their newly updated showroom. While there, we will be guided on a tour of the store and service facilities. Please register no later than March 18. Gerry Kunkle has organized a one-hour rural drive from the dealership via Kempton to Hawk Mountain in Berks County. Alternately, you can take a short, twenty-minute drive to the Greater Lehigh Valley Auto Show at the Stabler Arena on Lehigh University's Goodman Campus (Saucon Valley).

I will close with this. Does this bring back any memories?



"You'll have to get behind me and push."

Have a good month!



# Member Anniversaries

Member Name		Co-I	Co-Member Name		Years	
James	Sjoreen	Denise	Sjoreen	14-Mar-01	21	
Thomas	Jones	Nancy	Jones	14-Mar-01	21	
Frank	Cartlidge			09-Mar-16	6	
Joseph	Lorini			18-Mar-19	3	
Robert	D'Intino			30-Mar-19	3	
Bill	Shelly	Nancy	Shelly	13-Mar-21	1	
Charles	Strauss			22-Mar-21	1	
Dave	Richards	Marisa	Weaver	20-Mar-21	1	
David	Lowndes	Ellen	Lowndes	14-Mar-21	1	

**Editor's Note**: This is a new feature in The Jaguar's Purr and will be featured every month. The anniversary dates are the best data we currently have available. If you believe your anniversary date is in error please let me know and it will be corrected.

# **Welcome New Members**

Cooper Rosen Haddonfield, NJ

Gerald Wells Philadelphia, PA John & Kelly Lee Newtown Square, PA

Jim & Jennifer Chiarello Yardley, PA

Jim & Linda Berg Warminster, PA



### **DELAWARE VALLEY JAGUAR CLUB**





Name	Jaguar	Place	Class	Score
	Concours d'Elegance			
Dennis M. Spaulding	2014 F-Type S Conv. Rhodium Silver	1st (North American)	C20/F	99.9133
Steven & Julie Sokoloff	1953 XK120, Black	1st (NE Region)	C2/120	99.525

	Slalom			
Charles Epstein	1971 E-Type Coupe, Red	1st	D	46.404
Michael Eck	1972 E-Type 2+2, Willow Green	1st	E	47.017
Edward Petrow	1973 E-Type OTS, Regency Red	2nd	E	54.424
Jay Greene	1987 XJ-SC Cabriolet, White	3rd	J	51.41
Bill Beible	2005 XK8 Conv., Zircon	2nd	K	46.586
Stephen Kress	2000 XKR Conv., BRG	3rd	L	46.298
Stephen Schultheis	F-Pace SUV, Gray	1st	N	45.473

	Rally			
Brian Craig	1999 XK8 Coupe, Red	1st (Driver)	T1	28
Pauline Craig	1999 XK8 Coupe, Red	1st (Navigator)	T1	28
Stephen Kress	2000 XKR Conv., BRG	3rd (Driver)	T1	24
Betty Kress	2000 XKR Conv., BRG	3rd (Navigator)	T1	24
Michelle Meehan	1986 XJ-SC Cabriolet, Black	1st (Driver)	T2	10
Bruce Meehan	1986 XJ-SC Cabriolet, Black	1st (Navigator)	T2	10

The standings for Jaguar Clubs of North America North American overall awards are now available for viewing on the JCNA web site. The events page can be accessed by <u>Clicking Here</u>. Once on the JCNA home page click on "Events" and then choose the event in which you are interested. Once you are on the page for your chosen event you can click on the standings for that event.

Above is a list of the North American overall winners acknowledged by JCNA. As you can see the Delaware Valley Jaguar Club has done well in all categories. Congratulations to the winners listed above and to all those who participated in these events. Here's hoping 2022 will be even more successful.

# CLASSIFIED

### 1976 XJ6 Saloon



1976 XJ6-L. Decent condition, complete. 2nd owner for 35+ years, parked in garage at home in PA, not running for 10 years, sitting...

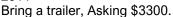




Color Grey, body in good shape, interior OK Was totally rebuilt mid 1980s from chassis up including sheet metal work on rocker panels, wheel wells, and floor. Quality sickens paint

Rebuilt 4.2 6 cyl with max. 30,000 miles on rebuilt engine rebuilt rack & pinion steering

Classic Car Tag, not running, has not been used since







Please contact Harry M. 908/3913117 or DVJC, Mick vV. 609/9331560

### 1984 XJ6 Series 3



New paint, starter, electronic distributor, tire, air conditioner. Excellent condition throughout. Low mileage Car is in West Chester \$10,900











### 2004 XJ8

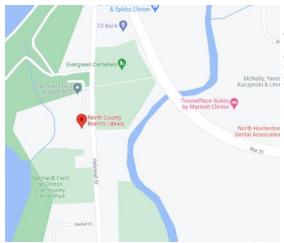
2004 Jaguar XJ8, Green with Tan interior. 92K. Excellent running and cosmetic condition. \$6,500.

Estate Sale 609-760-7016. Car located in Hainesport,



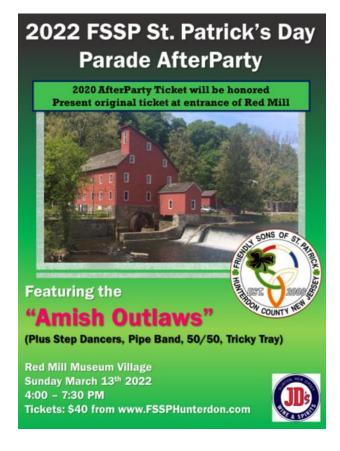
# Clinton, NI St. Patrick's Day Parade

The parade begins at 3 PM with an After Party starting upon completion of the Parade. We will proudly march from the Library in Clinton down Main Street in town. After the parade, the public is invited to the St. Pat's Day Afterparty. Food and drinks along with St Ann's Piper Band performing just prior to this year's headline entertainment, The Amish Outlaw's. The afterparty is held at the Clinton Mill under the big tent! Reserve your ticket early!! at: https://www.fssphunterdon.com/.



The lineup for the parade begins 2 pm at the north end of Clinton, along Halstead Street next to the Hunterdon North County Branch Library (see map). We have around 60 total participating organizations so don't be late.

For more information, contact Andrew at <u>andrewjdhurley13@gmail.com</u>.





AT HOPE LODGE - FT. WASHINGTON, PA



### A JCNA Sanctioned Concours d'Elegance

Hosted by the Delaware Valley Jaguar Club **Pre-registration required for All Divisions & Classes** 

Field Opens at 8:30 a.m. - Judging begins at 10:00 a.m.

- All JCNA Divisions eligible for judging (Champion, Driven, Preservation, Special) Registration fees for <u>judged</u> cars: 1<sup>st</sup> car \$60, 2<sup>nd</sup> car \$30, 3<sup>rd</sup> and each subsequent car \$20
- Registration fee for Display only (not judged) is \$35
- All registrations must be received by end of day May 28th Register EARLY!
- Ample parking on site for trucks and car trailers.
- All judged cars will have a Vehicle Operation Check once parked in the assigned spot.
- The sanctioned Concours will be conducted in accordance with applicable JCNA Concours
- Concours to be held in conjunction with CMoE, an all-British marque judged motorcar and motorcycle concours, and the Hope Lodge Ales & Petals event featuring food, beverages, and live music in the Hope Lodge Gardens. See www.dvtr.org and www.historichopelodge.org for details.
- "Rain or shine." No rain date. No refunds.

### Official Trophies for Champion, Driven, Preservation, Sp. Divisions, Longest Distance

Contact: Jim Sjoreen, Concours Chairman: 267-432-2299

e-mail: concours@delvaliaguarclub.com Website: www.delvalguarclub.com CMoE Information Hotline: 267-258-7071

DVJC Concours Registration Form, Divisions and Classes on reverse side

# Historic Hope Lodge, 553 South Bethlehem Pike, Fort Washington, PA 19034 (www.historichopelodge.org)

Champion	Division Classes	Driven Div	ision Classes
C1/PRE:	Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow,	D1/PRE:	All Classics (Pre-XK engine) and XK 120, XK 140, XK 150
	SS & SS Jaguar (1927-51)	D2/E1:	E-Types (1961-67)
C2/120:	XK 120 (1948-54)	D3/E2:	E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71)
C3/140:	XK 140 (1955-57)	D4/E3:	Series 3 E-Types (1971-75)
C4/150:	XK 150 (1957-61)	D5/SLS:	Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early
C5/E1:	E-Types, Series 1 (1961-67)		Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8),
C6/E2:	E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)	20/2/2004/200	240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)
C7/E3:	E-Types, Series 3 (1971-75)	D6/XJ:	XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6
C8/SLS:	Early Large and Small Saloons: MK VII, MK VIII, MK IX, MK 10,		Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note
	420G, (1950-70), MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter,	84550000000000	
	Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)	D7/XJ:	XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995- 97) Note 1
C9/XJ:	XJ6/12 Series 1 Saloons (1968-73); XJ6/12 Series 2 Saloons and	D8/XJS:	XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible,
	Coupes (1973-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP		Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
	(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,	D10/K8:	XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)
	(X300) (1995-97) Note 1	D11/XK:	New XK and XKR Coupe and Conv. (2007-On)
C11/J8:	XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy)	D12/J8:	XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004- 2009)
	(2004-2009) Note 1		Note 1
C12/JS:	XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E	D13/SX:	S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008)
	Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.	D14/FJ:	XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On)
C13/JS:	XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.	D15/F:	F-TYPE (2013-On)
C14/K8:	XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)	D16/FP:	F-PACE (2016 – On), E-PACE (2018-On)
C15/XK:	XK and XKR Coupe and Conv. (2007-On)	D17/I:	I-PACE (2018-On)
C16/SX:	S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon		
	(2002-2008) Note 2	Note 1:	Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler
C17/PN:	Preservation Class (more than 35 years old)		Majestic models are eligible for Driven Division Classes D6/XJ and D12/J8
C18/PN:	Preservation Class (20 to 35 years old)		according to their years, engines, and body styles.
C19/FJ:	XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On)		
C20/F:	F-TYPE (2013-On)	Special Div	ision Classes
C/21/FP	F-PACE (2016 – On), E-PACE (2018-On)		
C22/I:	I-PACE (2018-On)	S1/PD:	Factory-produced and prepared Competition Jaguars, Factory-sponsored
			Competition and Limited Production Jaguars and Production Jaguars privately
Note 1:	Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and		prepared and modified for competition
	Daimler Majestic models are eligible for Champion Division Classes	S2/MOD:	Modified
	<u>C9/XJ</u> and <u>C10/XJ</u> according to their years, engines, and body	S3/REP:	Replica (non-production, Jaguar powered)
	styles.	S4/CONT:	Continuation Vehicles

See JCNA Concours rules for: Entry Eligibility, Awards, Division and Classes at: www.jcna.com/concours

### Registration Form for DVJC Concours d'Elegance 2022

*Please submit a separate Registration Fo			d instructions will be prill be entered in Display	-	eipt of registration.		
Name Phone Number							
Address		e-mail					
City	State	Zi	p				
JCNA Number Club_			VIN				
Year Model (	Class	_ Body T	ype:	_ Color			
Division - Please circle one only:	Champion	Driven	Preservation	Special	Display		
Trailer – Please circle all that apply:	Yes No	Length:	< 16 ft. 16-20	ft. > 20 f	ft.		
Make check payable to: DVJC	Send to: Jir	n Sjoreen, 9	20 Ivycroft Road	, Wayne, PA	19087		
JCNA Event Participation: It is an Entrant's privilege to forms and paying published entrance fees. Each affilia the privilege to enter and participate and intending to to sue Jaguar Clubs of North America, Inc., Jaguar Lathis Event, from any and all liability for injuries, dama am signing this agreement freely and voluntarily and i by law.	te shall be solely res be legally bound, I, fo and Rover North Ame ges, losses, or claims	ponsible for gran or myself, my hei erica LLC, and th s, including neglig	ting privileges to each Ent rs and assigns, release, ho e affiliated JCNA group ar ence, arising from my en	rant on an individ ld harmless, waive nd its directors, o try, attendance, o	ual basis. In consideration of e, discharge and covenant not fficers and agents presenting r participation in this Event.		
Signed Signature of Jaguar Owner			Date				

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# **Membership Musings**

*March 2022 By:* 

Tony Tinari

Welcome to the month of March. This, of course, is the one said to "come in like a Li-

on . . ." (And you know the rest). Just the same, I propose we substitute another feline, a Jaguar of course, for the proverbial king of the jungle. That said, there are certainly a lion's share of events happening this month, such as Daylight Saving Time (3/13), St. Patrick's Day (3/17), the first day of spring (3/20), and of course the March Madness of the NCAA college basketball tournaments. For me, March brings a turn at jury dutythere is no exemption for attorneys, retired or otherwise. For we Jaguar enthusiasts, however, the DVJC activities schedule shifts into a higher gear. Elsewhere in this issue you will read about our first "Flash Drive" of the year (3/5), the first of several Concours Judge Workshop Events (3/12), and our "Lehigh Valley Lunch and More" (3/19) featuring lunch at Jaguar Allentown followed by your choice of a drive to Kempton and Hawk Mountain or an afternoon at the Lehigh Valley Auto Show. Based upon the results of the survey reported here last month, your leadership team is committed to providing an events program well aligned with member preferences.

Our member renewal and retention efforts for 2021-2022 have gone well so far, however there is always room for new enthusiasts! As of this writing, there are 145 (including 4 honorary) members, and 107 co-members of DVJC. During the month of February, we were also pleased to welcome our youth enthusiast member, Cooper Rosen, son of DVJC Director Rich Rosen and his wife Susan. (He is included in the 145.)

On February 24, JCNA hosted a Zoom meeting of all of the membership directors of the various affiliate clubs in the U.S. and Canada. I'm pleased to report that DVJC remains among the elite group of clubs which are continuing to grow their ranks versus their mem-

bership census at this time last year. All clubs appear to have experienced the usual attrition from members who have relocated, sold vehicles, or are unable to continue for health related reasons. I can also report that our DVJC calendar project and member survey appear to have attracted some attention among our peer Jaguar clubs as examples of local affiliate best practices.

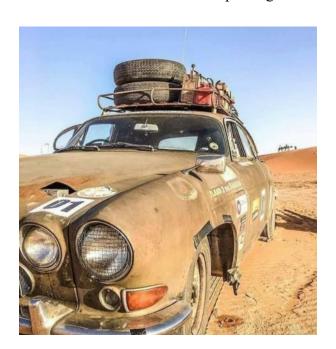
I'm confident we have all been reading about, or perhaps experiencing, the issues of automobile supply which have been occasioned due to the shortage of computer chips and related electronics. Interestingly, on the JCNA call some of our colleagues on the west coast reported that the JLR dealers there are well stocked with Land Rovers, but not Jaguars. And "modern" previously owned Jags are very much in demand, such that dealers are soliciting their customers to repurchase their late model Jaguars at or near the original purchase price. It remains to be seen whether this phenomenon will buoy the prices of more classic examples as well. Hagerty and Hemmings seem to suggest so. If the reported results of the Arizona auctions last month are any indication, the market remains strong for good examples of vintage automobiles.

The last time I reported here on the status of our DVJC Instagram account, I believe we were anticipating the time when the number of our "followers" exceeded the number of actual members. That happened in February. As of this writing, we now have 155 other individual, club or commercial accounts following DVJC on that platform, from locations all over the world. I continue to encourage any member with a smartphone to sign on. As an enticement, I present below two somewhat ridiculous, and one sublime, recent photos posted on Instagram. These require some explanation:

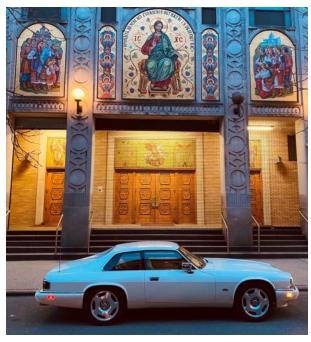
### Membership Musings March 2022 (continued)



First, the above shot from an account in New Zealand known as "Historic Sports Car Racing". Obviously, something has gone horribly wrong here. I get that the classic racing-modified Mark 2 has apparently veered off course and front-ended the tree. But the motorcycle up in the branches? Beats me. Doesn't seem to bother the sheep though.



Next, an overloaded XJ somewhere in the Sahara Desert, perhaps on the Paris-Dakar rally. Look closely for the camels on the horizon. Tough way to treat a classic, in my very humble opinion . . .



Finally, and on a very serious note, this photo of an elegant XJS Coupe from an account based in New York City known simply as "Jaguar Majesty." The background is the façade of St. George Ukrainian Catholic Church, 30 East 7<sup>th</sup> Street. The caption reads simply: "Standing with all my Ukrainian friends."

Pray for peace.



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### **Speaking of Things Jaguar - March 2022**

### **By Paul Trout**

# The Swallow Years, Sidecars to Motorcars

Somewhere around September 11, 1922 the not yet twenty-one William Lyons, along with William Walmsley and a £1000 bank loan from their respective fathers, founded the Swallow Sidecar Company in Blackpool, England. Lyon's entrepreneurial enthusiasm was more than enough for both partners since Walmsley was initially less than interested in starting the business, having only relented at the urging of his father and perhaps his wife. Prior to the signing of the agreement the partners had settled on locating in the upper two floors of a building housing a small electrical appliance factory at 5 Bloomfield Road in Blackpool.



With capital, partnership agreement and premises, all that was missing to start production was labor. A trimmer who had assisted Walmsley on occasion was initially used on a part-time piecework basis. An advertisement in the local news paper brought a pattern maker named Richard Binns into the shop as the first full time employee. Little did any involved know that one hundred years later Richard Binns would hold the distinction of being Jaguar's first full-time employee. Having stayed only five years he may well have also been the first to leave. Lyons knew talent when he encountered it and brought on a tinsmith from a local shop. When the shop owner called him on it, Lyons was quickly able to see the owner's perspective and realized that he had violated his own sense of fair play, later stating that "was the first and last poaching I was to do." He did, however, retain the employee; Joe Yates. Another tinsmith, Joe Greenwood and a painter Cyril Marshall quickly joined the

company. With the addition of 15 year old Harry Gill, hired as an apprentice, the Swallow Sidecar Company was in business with two managing partners, five fulltime employees and one part-time employee. A division of duties between the partners was agreed with Walmsley overseeing the manufacturing and more technical aspects of the business and Lyons responsible for all of the other aspects of management; administration, sales, accounting and advertizing. While Lyons was quite adept at organization, sales and advertizing offered a bit of a learning curve for him. During the very first week in business on his first attempt at advertizing he actually got swindled. He paid a smooth talking gentleman £4 cash in advance for advertizing space on a local café's menu. Later he was informed by the café's manager that no such advertizing space had been booked and he had no such gentleman in his employ. Lesson learnt I'm sure. The next advertizing venture, a catalogue, was also less than successful. In addition to a poor display from the printer, some of the language was deemed by a competitor, the Swift Motor Co., Coventry, as being an infringement upon their registered term "device". Upon advice of the lawyer who had drawn up the partnership agreement, the catalogue was withdrawn. Eventually a proper catalogue was created and mailed to the prominent advertisers in popular motorcycle magazines. In addition to using print to expand Swallow's visibility within the world of motorcycling, Lyons saw great importance in having a stand in the upcoming London Motorcycle Show opening on November 25. Upon his inquiry he was turned away for not being a member of the British Cycle and Motor Cycle Manufacturers and Traders Union and was also informed that the deadline for applications for a stand had passed back in April. Ultimately Lyons was able to talk his way past the membership issue and a cancellation opened a space for him in the show. For the Swallow Sidecar Company the show was quite successful in terms of making valuable contacts, but not in terms of orders. Cash flow during the first couple of months was disappointing. For September there was income of £4.42 against expense of £200.73, October showed £30 income against £173.58 and November, with additional expenses of £77 for the show stand, ended with zero income.

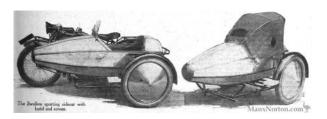
Undaunted by the pressure on the £1000 overdraft (line of credit), Lyons and Walmsley expanded the model line and increased the staffing. Exemplary of Lyons eye for talent and sense of mutual loyalty, two hires in the next twelve months would eventually attain key positions in the Jaguar organization. Arthur Whittaker, hired at age 17 as Swallow's first salesman, eventually became Deputy Chairman at Jaguar and Harry Teacher, hired at age

15 as a general assistant, went on to be Purchasing Director at Jaguar.

For the 1923 London Motorcycle Show Swallow had a much more impressive stand as well as having their side-cars displayed on several popular motorcycle manufacturer stands, including Brough. Brough was the ride of choice for both partners (as well as T. E. Lawrence of Lawrence of Arabia fame) with each owning top of the line SS80 models. Following the 1923 show Swallow began to show a positive cash flow. 1923 was a significant year personally for Lyons. It was the year he married Greta Brown.

Fairly well established by 1924, Swallow began entering motorcycle sidecar competitions. Lyons, of course, had been an enthusiastic motorcycle racer prior to Swallow, but had never competed with a sidecar. The Swallow line, while offering a "Semi-Sports" model that was well suited for "competition purposes and sporting events" didn't include a full competition "chair". At the suggestion of the managing director of Matador motorcycles they produced a total of three competition "chairs" for the 1924 Tourist Trophy race. While Brough was the ride of choice for Lyons, Matador was a much stronger contender in the motorcycle racing world. The first outing for the Matador-Swallow combination was the 1924 Tourist Trophy where ironically it finished third behind a Swallow Semi-Sports equipped Dot-J.A.P. In 1926 Dougal Marchant, riding a Chater-Lea equipped with a Swallow sidecar set 16 sidecar world records including 86.35 mph for the flying kilometer. Clearly Lyons, early on, saw that competition success and speed records could improve the image of his product and enhance sales.

From the start Swallow built a reputation as the style leaders in the sidecar business. They were the first to offer a sidecar as a thing of beauty rather than a utilitarian encumbrance to reconcile a cyclist's family obligation or his disdain for the automobile. At this early stage, Lyons demonstrated an instinct for the commercial possibilities of design. His influence on the sporting lines of the zeppelin shaped sidecars can be seen in the beautiful Jaguars that were to come later. The Swallow offerings ranged from the lightweight Touring model priced at £22 to the Coupe' de luxe at £30. The Coupe' de luxe included a hammock seat, a Triplex windscreen and an extended tail with luggage space.



Several Swallow models were now being listed as optional equipment in motorcycle manufacturers catalogues. In 1925 the Touring model got balloon tires as an option for a more comfortable ride. Generally one doesn't consider a motorcycle to be either left or right hand drive, but with a sidecar side does matter. If Swallow wanted to export their sidecars to continental Europe or North America they would be significantly more attractive to buyers if they could be mounted to the right side of the cycle. Swallow was the first sidecar manufacturer to introduce a universal chassis that allowed either left or right hand mounting. Sales on the continent increased significantly after that.

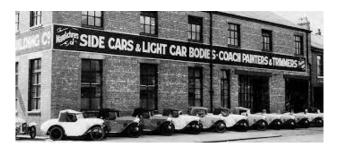
By 1926 the business was rapidly outgrowing the Bloomfield Road building. Not only would a larger space be needed to facilitate production to meet sidecar demand, but space would be required beyond that. Lyons was looking to expand the product line beyond sidecars. He wanted to get into the coach building business. Coach building; fabricating a body and interior for another manufacturer's chassis and running gear was a fairly popular enterprise at the time. As a coach builder one could be in the automotive business without the expense of developing and manufacturing engines and chassis. Lyons had been smitten by a classy boat tailed Gordan England bodied Austin Seven that someone parked near the Bloomfield Road plant one day. At that point, Lyons knew what he wanted to do next; build Swallow bodied Austin Sevens.



As the stars aligned for Lyons in late summer of 1926 he caught wind of a structure, built expressly for a coach building business, that was for sale. Undaunted by the fact that the coach building business for which the building was built had failed, Lyons interest peaked. As fortune would have it, Walmsley's father was, at the same time, looking for a place to invest the proceeds from the sale of his coal business. Walmsley senior bought the building and agreed to lease it to Swallow for £325 per year.

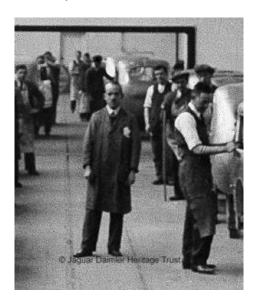
Almost to the day, four years after the start of the business on a £1000 overdraft, Swallow sidecars moved into the Cocker Street works and became, as the tall white

lettering on the side of the building indicated, the SWALLOW SIDE CAR & COACH BUILDING CO. Manufacturers of SIDE CARS & LIGHT CAR BODIES – COACH PAINTERS AND TRIMMERS.



Initially the firm took on trimming and body work jobs, but Lyons aim was to be primarily in the coach building business, unfortunately, as admitted later, it was "an art about which I knew nothing." He had little interest in building one-offs for individual customers, he wanted to series manufacture coach built cars.

Knowing the talents he needed for coach building were quite scare, if in existence at all, in the Blackpool area, Lyons places ads in newspapers in the heart of the British motor industry, Birmingham, Coventry and Wolverhampton. As fate would have it, the first applicant he interviewed was Cyril Holland. Holland was a true and experienced coach builder. While he had done his apprenticeship at Lanchester, he was at the time, employed at Mead & Deakin making bodies for Rhode cars. Lyons, with his limited knowledge on the subject at hand, did his best to ask the right questions and explained his vision for the company to Holland who, admittedly later, had actually answered the advertisement somewhat out of curiosity.



Speaking of Holland many years later Lyons would recall Holland stating during the interview "if we could give him a sketch, he could frame up a body with the appropriate jigs for making the panels, panel the body, and finish it ready for paint." It was clear Holland knew the coach building business in great depth. Lyons asked him if he could start the next week. He did and he brought several other body makers with him. Lyons recalled that after Holland came on board he "not only lived up to his claims, but proved to be one of the quickest men to carry out his job that I have ever known. What delighted and impressed me the most was his ability to work with nothing more than a rough sketch of what he had to do." Lyons had found the man who could transform his vision into visually attractive automobiles.

With the facility and the talent in place, all the Swallow Coach Building Company needed were chassis to put bodies upon. The first body Holland made for Swallow was on a Talbot-Darracq race car that had been rolled over.



After completing the new body for the Talbot-Darracq, Holland began sketching a design for a small two seat car with a rounded nose and tail. Lyons had a look at the sketch and asked Holland if he could design it to fit an Austin Seven chassis. Lyons had been a bit smitten with the Austin Seven since its introduction in 1922. The Austin Seven, sort of a "miniature of a real car", often referred to as the "Baby Austin". It was a very popular economy car. The popularity of the Seven was such that it was licensed and built by manufacturers in many other countries such as France, Germany, Japan and the United States. Lyons bought one shortly after he was married and quite like it aside from the box-like body design which he felt could have been easily made to be more stylish.



After seeing a Gordon England bodied one with boat tail, the concept of a Swallow bodied Austin Seven struck Lyons.

In late 1926, Lyons approached an Austin dealer named Stanley Parker about supplying him with a running Austin Seven chassis. Parker already sold Swallow sidecars through some of his other dealerships, so it was an existing relationship. Lyons explained his vision of building a two seat Seven similar to the Gordon England variety and, for Parker to bend the manufacturer's rules a bit, offered him distributorship rights for the northern part of the country. On January 21, 1927 a running Austin Seven chassis was discreetly delivered to Lyon's home with an invoice for £114.25.

The creative process of Lyons providing vision and sketches with Holland interpreting them into panels for bodies began with this single Austin Seven chassis. The finished prototype actually fell a bit short of Lyon's vision and he was initially disappointed, but not enough to put the body into production.



The Austin Swallow two-seater was officially announced in The Autocar magazine on May 20<sup>th</sup>, 1927. Lyons had already signed on his previous employer, Brown & Mallalieu, in Blackpool and Parker for the north of England, so he set out to cover the rest of the country.

When he approached P. J. Evans, a Birmingham distributor for the Standard Car Company, he was quite taken aback by their enthusiasm. They immediately placed an order for fifty cars for which Lyons granted them full distributorship of the Midlands. With that, Lyons set his sights on London and the South. Henly's of London was a large and well established distributor of several automobile makes, including Alvis, a favorite of Lyons. As it turned out, his former manager at Brown & Mallalieu was now General Manager at Henlys and brokered an introduction with the owners. Lyons was greeted with an offer well beyond his greatest expectations. Henlys was prepared to order 500 chassis directly from Austin for Swallow to produce 20 finished Austin Swallows a week. For this they wanted exclusive distribution rights in the entire southern half of England. Henlys would receive a 25% discount on the catalogue price with the first delivery due on January 21st 1928.



While sales exceeding production is generally a good problem to have, the news was not well received back at the plant. With current production somewhere in the range of one car per week, Walmsley, still in charge of production, was less than pleased. He suggested Lyons was out of control and had gone mad. While the Walmsley and Lyons relationship was never great, this was the start of a slow simmering falling out to come. Cyril Holland, on the other hand, recognized this as a great opportunity and immediately recruited some additional workers and set about increasing production. In a fairly short time they were up to twelve cars per week; limited somewhat by the drying time of the paint.

By mid 1928 the sidecar business was self sustaining and providing cash to ramp the coach building business which Henlys was heavily influencing. As Lyons recalled later Austin chassis were arriving by train "in embarrassing numbers" and creating some congestion in the goods yard. "Why we didn't run into trouble with the police I will never know, for we brought the chassis away from the station by hooking together six at a time and towing them behind a car. Even at peak traffic hours" Henlys was also pushing for a second Austin model, a saloon. All of this added up to the need for larger premises.

While Blackpool had worked well for Swallow up to this point, the lack of talent pool and distance from suppliers suggested a move into the heart of the British motor industry, The Midlands. Working with an estate agent Lyons was led to an industrial park that had been commissioned by the British government for shell filling factories during WWI. There were four double "H" blocks, each with eight 5000sq ft. factories. There were two vacancies. There was a snag in that the owners, Whitmore Park Estate Company, were only prepared to sell the property, not lease it. Lyons asked if he could plead his case before their board of directors. His request was granted and, in the end, they decided to lease one of the factories for £1200 a year with the option to buy. Having been empty for nearly ten years, the premise needed a good cleaning which Walmsley completed using locally hired labor, some of whom ended up becoming full time employees. The lease was signed on October 8th 1928 and the move was completed in November. About thirty employees agreed to make the move, but unfortunately Cyril Holland was not among them. He did not wish to leave Blackpool.

The Swallow workforce now consisted of former Blackpool employees who were adjusting to a new environment, both for working and living, and new hires from Coventry who were adjusting to Swallow working practices. It was an adjustment snag with the new hires from Coventry that caused Swallow's first labor crisis. It seems the wing fitters didn't quite understand the piecework concept. In the assembly process each car had a book of tear-off vouchers. There was one voucher for each piece that was fitted to the car as it was built. Each day the worker would hand in the vouchers for each piece he fitted. At the end of the week the worker was paid based upon the number of vouchers times the voucher pay rate. On the Friday when the fitters received their first pay packets they were displeased to the point of a small riot. They started knocking down shelves and throwing the contents onto the shop floor. Lyons stepped in and confronted the worker who appeared to be the leader. "I told him that he and his colleagues had only themselves to blame, they had treated a simple job with indifference and had not even tried to earn the money available to them, even though they had taken the job knowing what they had to do to earn good wages." Recognizing that there may well have been a communication issue, Lyons offered a temporary concession. He would allow their first week to be considered a training period and pay them the standard day rate. Per Lyon's later recollection "Monday morning saw only half of these men turn up for work and the atmosphere was very different. The mood in the shop was very good and it was clear we had lost the trouble makers. By the end of the week each man received a wage packet which gave him well above the day rate and we had no more trouble...the men were happy to find they had a good steady job with good money at a time when there was a lot of unemployment.'

No sooner had the labor issue been resolved and a production crisis appeared, somewhat self-inflicted. It seemed Lyons was intrigued by a new production process utilizing steam bent timbers in a jig assembly process. He hired a steam bending expert from the Triumph Motor Company and purchased all of the required equipment. Unfortunately the first batch of steam bent timbers for the jig did not fit and worse yet, they were unbending. The expert, Frank Etches, wrestled with the problem for days and finally stopped showing up for work. Lyons was beside himself since, at this point, all of the panels brought over from Blackpool had been used up and production was about to cease. He was convinced there was only one man who could resolve this and get production moving again; Cyril Holland. Through an intermediary, Lyons contacted him and a significant pay hike was offered. Holland gave up his coach making job in Blackpool and moved to Coventry immediately. In a couple of weeks Holland had the jig process working smoothly, abandoned the steam bending process for composite timbers, and ramped production up to over 40 cars per week. This higher production rate more than off-set the increases in overhead the move to Coventry had created and made the profit picture appear better than had been expected. Cash flow was clearly helped by the relationship with Henlys where they were purchasing the chassis directly from Austin and footing the bill for virtually all advertising and promotions. This was somewhat off-set by the larger margin Henlys en-

joyed; 25% vs. 17.5% for other distributors. The continued growth of the business was such that Lyons and Walmsley were able to not only purchase the 40,000 sq ft building they were occupying, but also the same size building next to it for £18,000 on September 29, 1929. In September of 1929, Swallow's growth was throttled only by its ability to keep up with demand and the British economy had finally struggled back to levels seen prior to the Great War. Shortly though, the events on Wall Street across the Atlantic would affect both in different ways.



At twenty eight years of age Lyons, still with his partner Walmsley, owned a thriving motorcar coach building business with an 80,000 sq ft. factory. Swallow was still producing sidecars which provided a steady income which was rapidly being surpassed by the motorcar sales. As the decade of the 1920s came to a close The Swallow coach building model line had grown now to six models. At the 1929 London Motor Show Swallow had a magnificent display backed by Henlys. The stand included the following Swallow models:



The Austin Seven Swallow Two seat priced at £170



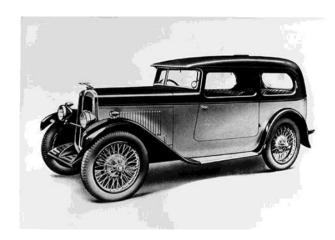
The Austin Seven Swallow Hardtop Coupe priced at £180



The Austin Seven Swallow Saloon priced at £187



The Fiat 509A Swallow Saloon priced at £250



The Standard Nine Swallow Saloon priced at £250



The Swift Ten Swallow saloon priced at £275

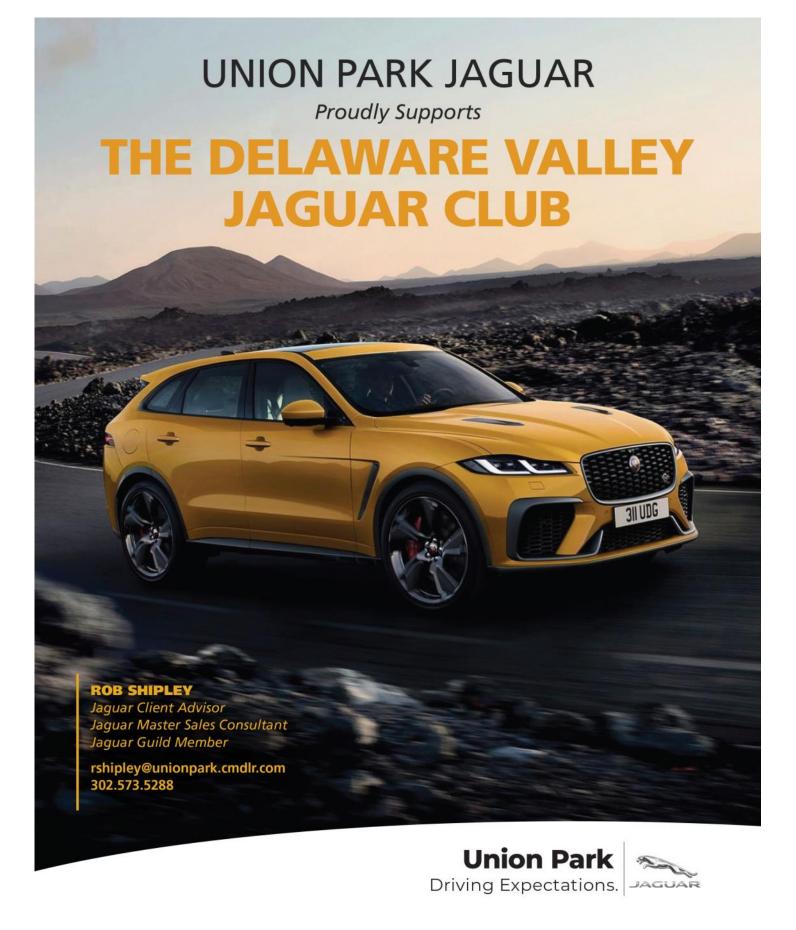


In his coach built cars Lyons demonstrated a designer's eye for creating distinctive and attractive bodies on popular chassis that once held the unremarkable bodies of everyday cars. Not only did he accomplish this through subtle changes in shape, but also in the distinctive twotone paint schemes, from varied shades of blues and grays to the complimentary contrast of maroons and grays with soft cream paint. The Swallow cars also offered more luxurious interior amenities. Despite his success as a coach builder, Lyons was keen to create a car of his own; one not only "of distinctive and sporting appearance", but with performance to match.

The second decade of the twentieth century is often referred to as the "Roaring Twenties", in many ways it was Lyon's "Roaring Twenties" as well. Throughout that second decade of his life Lyons achieved ambition after ambition and was now poised to achieve yet another. With the Great Depression floating its way across the Atlantic, the 1930s held the potential of challenge for the next one.

Next month Swallow in the 1930s: a new car and a new name.

### Enjoy Your Jaguar! Paul T



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### **Recognizing 1967 E-Type Changes**

By: "E" Alan Karpovitch

This article will focus on 7 of the EASILY recognizable changes to the E-Type (or as the Americans liked to say, XK-E) for the 1967 model year, and the transition to 1968 and 1969 models. These enhancements were not all entirely welcomed by the end users. Car safety and emission requirements were changing in the US, which was the largest market for the E-Type/XK-E.

Quick overall summary of total E-Type production by series:

- Series 1 (3.8 liter)- made 1961-1964- XK engine with Moss gearbox.
- Series 1.0 (4.2 liter)- made 1965-1967- larger XK engine with synchromesh gearbox and more comfortable seats.
- Series 1.25- made Jan-July 1967-modified bonnet by removing glass headlamp covers (THE ONLY CHANGE)
- Series 1.5- made 1968- same bonnet, but changed carburetors, cam covers and interior switches.
- Series 2- made 1969-1970- same engine, different bonnet, bumpers, and larger & relocated indicators.
- Series 3- made 1971-1974- long wheel base exclusively, V-12 engine, with different bodies, bumpers, and bonnet.

Model years typically started in August of the preceding year, after a typical Browns Lane closure for a couple of weeks. I imagine for a European summer holiday.

In 1967, there were three body styles:

- Open Two Seater (OTS)
- Fixed Head Coupe (FHC)
- Two Plus Two coupe (2+2)

Although most reference books define OTS as Open Two Seater, some define it as Open Touring Sport. The 2+2 was made on a Longer Wheelbase (LWB), and which later became the standard wheelbase for all V-12 Series 3 (which were only OTS and 2+2). If you desire more legroom, headroom, and luggage capacity, consider a LWB.

All body styles were available in LHD (Left Hand Drive) or RHD (Right Hand Drive), and within a given year and body style, they used the same engine, body panels and doors, monocoque chassis, tubular engine framing, and suspension components. Therefore, a RHD to LHD conversion, or vice versa, can be done (and has been, although rare). All Series and body styles have distinctive beginning chassis numbers, and LHD and RHD doubles the quantity of beginning chassis numbers to six, but they were built on the same assembly line, with the same components. (just installed differently).

#### **MODEL YEAR 1967 changes:**

Starting October 1966, the black rubber boot for the gear shift was replaced with a colored ambla (British vinyl) gaiter, and attached differently. Starting:

- LHD chassis-1E13589 (OTS)//1E33549 (FHC)//1E76911 (2+2);
- RHD chassis-1E1686 (OTS)//1E21442 (FHC)//1E50586 (2+2).

#### **SERIES 1.25**

- Starting 11 January 1967, the covered headlamps were removed on US and Canada cars only, with the idea of better visibility. This singular change is what starts the unofficial designation of Series 1.25 cars. Cars for all other markets continued with glass covered headlamps. Starting:
  - ♦ LHD chassis-1E14532 (OTS)//1E34113 (FHC)//1E77010 (2+2).
- The next change started 28 April 1967, which changed the curly hub center on the chrome wire wheels to the forged smooth easy-clean hub, along with a change in the lacing pattern of the short chrome spokes. Starting:
  - ♦ LHD chassis-1E15487 (OTS)//1E34339 (FHC)//1E77475 (2+2);
  - ♦ RHD chassis-1E1814 (OTS)//1E21518 (FHC)//1E50912 (2+2).

### Recognizing 1967 E-Type Changes (continued)

- All markets removed the covered headlamps in mid July of 1967. Starting:
  - CHD chassis-1E15889 (OTS)//1E34550 (FHC)//1E77645 (2+2);
  - ♦ RHD chassis-1E1864 (OTS)//1E21584 (FHC)//1E50975 (2+2).

### SERIES 1.5 (begins model year 1968)

- Several major changes happened in mid August of 1967 for cars going to the US. Four easily spotted changes are: the 6 toggle switches to 10 rocker switches in the dash; going from three SU carburetors to two Zenith-Strombergs; replacing the smooth polished cam covers with grooved; and the two-eared wheel knockoffs were neutered and now required a special tool and a different mallet. Starting:
  - ♦ LHD chassis-1E15980 (OTS)//1E34583 (FHC)//1E77709 (2+2);
  - ♦ RHD chassis-1E1864 (OTS)//1E21584 (FHC)//1E50975 (2+2).

These cars are now known (again unofficially) as Series 1.5 cars. All US model year 1968 cars were this configuration, until the last Series 1.5 cars rolled off the Brown's Lane assembly line in July 1968.

More changes came along with the Series 2 starting in model year 1969. One might consider these as getting an exterior facelift. These are recognizable by exterior changes to the indicator lamps, bumpers, bonnet air intake, and a different headlamp configuration than the Series 1.25/1.5 bonnet.

Series 2 cars were made until 1970, when the V-12's became available in the Series 3 cars. Series 3's were produced from 1971-1974.

E-TYPE Production – See Table 1.

# <u>CHASSIS NUMBERS ALLOCATED (See Table 2)</u>

There are slightly different published numbers in several different references, including typos

which made compiling the below tables a challenge.

REF 1- One of my favorite reference books is "Factor-Original Jaguar E-TYPE". It was written by Anders Ditlev Clausager, who was the archivist for BL Heritage and the Jaguar Daimler Heritage Trust from 1979-2012.

REF 2 - The JCNA website also has the Judge's Guide for Series 1 and Series 1.5 posted. It references some changes and their respective chassis numbers. Also it lists the post 11 January 1967 cars, by Chassis #, that still had covered headlamps. These 32 cars could have been Series 1.25 cars, but were not.

REF 3 - My go to reference is XKEDATA.com. Approximately 30% of E-type owners have their cars registered. Many have pictures. However, an owner sometimes types in the wrong data, or could post a recent (modified) photo of his car, that is not original.

REF 4 - Dr Thomas Haddock has 2 excellent books. "Jaguar E Type Restoration Guide", and "Jaguar E-Type Originality Guide", which documents many changes with pictures.

REF 5 - Philip Porter has an excellent book, "Jaguar E-Type, the Definitive History".

There are oddball cars out there. One example is there were four Series 3 cars made with 6 cylinders. These were experimental cars, and later sold.

I hope readers find the above information interesting, especially if you own one of these cars that were built during these transition phases. I do, as I have owned 1E15720 for 42 years, and I always find it interesting to trace jaguar changes to see if they are in my car. DVJC has 10 members with 1967 E-types, broken down 7 OTS, 2 coupes, and 1 2+2.

Happy motoring!!

# **Recognizing 1967 E-Type Changes - Tables**

**Table 1:** E-TYPE PRODUCTION, by total chassis numbers: TOTAL E-TYPES PRODUCED = 72.512

MODEL	TOTAL	OTS LHD	OTS RHD	FHC LHD	FHC RHE	2+2 LHD	2+2 RHD
Series 1(3.8)	15493 (+7)	6886	936 (+7)	5872	1799	0	0
Series 1.0 (4.2)	14104 [+32]	4549 [+18]	863	4119 [+7]	1583	2016 [+7]	974
Series 1.25 (4.2)	2585 < <b>-32</b> >	1430 <-18>	0	463 <-7>	0	692 <-7>	0
Series 1.5 (4.2)	6230 (+3)	2388	320	1232	373 (+2)	1512 (+1)	405
<b>Total Ser 1(4.2)</b>	22919 (+3)	8367	1183	5814	1956 (+2)	4220 (+1)	1379
Series 2	18813 (+1)	7852 (+1)	776	3786	1071	4287	1041
Series 3	15287 (+4)	6118 (+2)	1871 (+1)	0	0	5182 (+1)	2116
TOTAL	72,512(+15)	29223 (+3)	4766 (+8)	15472	4826 (+2)	13689 (+2)	4536

#### KEY

(<u>+ numbers</u>)-- indicates additional chassis numbers allocated, but not produced.

[+ numbers]--Since all cars made Jan-July 1967 did not go to US market and some still maintained closed head-lamps, the quantity of Series1.0 produced is more than "Last Chassis" minus "First Chassis" allocated.

<- numbers>--Since all cars made Jan-July 1967 did not go to US market and some still maintained closed head-lamps, the quantity of Series1.25 produced is less than "Last Chassis" minus "First Chassis" allocated.

#### Table 2: CHASSIS NUMBERS ALLOCATED

MODEL	CHASSIS#	OTS LHD	OTS RHD	FHC LHD	FHC RHD	2+2 LHD	2+2 RHD
Series 1(3.8)	1st Chassis	875001	850001	885001	860001	0	0
	Last Chassis	881886	850943	890872	861799	0	0
Series 1.0(4.2)	1st Chassis	1E 10001	1E 1001	1E 30001	1E 20001	1E 75001	1E 50001
	Last Chassis	1E 14531	1E 1863	1E 34112	1E 21583	1E 77009	1E 50974
Series1.25(4.2)	1st Chassis	1E 14532	0	1E 34113	0	1E 77010	0
	Last Chassis	1E 15979	0	1E 34582	0	1E 77708	0
Series 1.5(4.2)	1st Chassis	1E 15980	1E 1864	1E 34583	1E 21584	1E 77709	1E 50975
	Last Chassis	1E 18367	1E 2183	1E 35814	1E 21958	1E 79221	1E 51379
Series 2	1st Chassis	1R 7001	1R 1001	1R 25001	1R 20001	1R 40001	1R 35001
	Last Chassis	1R/2R14853	1R 1776	1R/2R28786	1R 21071	1R 44287	1R 36041
Series 3	1st Chassis	1S 20001	1S 1001	0	0	1S 70001	1S 50001
_	Last Chassis	1S 26120	1S 2872	0	0	1S 75183	1S 52116

# **Recognizing 1967 E-Type Changes - Photos**



early 1967 black rubber gear shift boot



later 1967 colored ambla (British vinyl) gear shift gaiter



curly hub + 2 eared knockoff



smooth hub + neutered knockoff



Series 1 headlamp (covered)



Series 1.25/1.5 headlamp (open)



toggle switches (all Series 1/1.25)



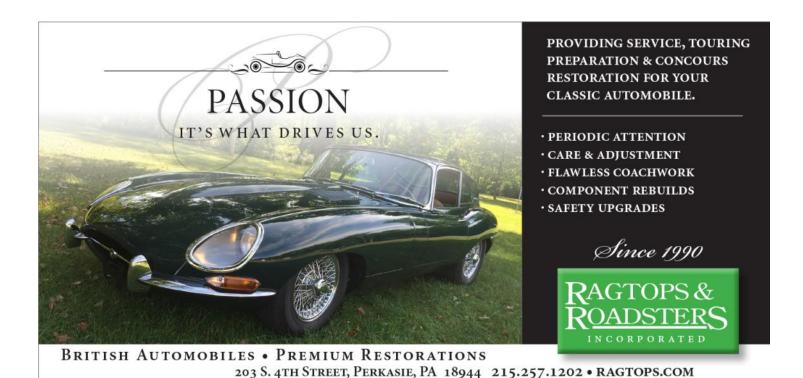
Rocker switches (Series 1.5 and 2)



3 SU carburetors + smooth cam covers (Series 1/1.25)



2 Stromberg carburetors + grooved cam covers (Series 1.5 and 2)



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#### Jaguar



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# My 60 Year Dream-Come-True Car

By: G. Alexander Cole

Common wisdom tells us "Don't give up on your dreams, or your dreams will give up on you." My dream started way back in 1958, on the first day

of 10th grade in Upper Montclair, NJ. As I approached the bus stop, I noticed a jaw-dropping car parked on the side street where many NYC commuters parked. My eyes drank in every detail: creamy white with a black top and white leather interior, huge chrome headlights, wire wheels, long sloping front fenders that stretched back partly into the door openings—front opening

"suicide" doors! Upon closer inspection, I noticed that it was right hand drive which I had never seen before. Surrounded by mostly "station cars" and unremarkable models, nothing could compare to this jewel.

After some sleuth work, I learned that the car I'd spotted by the bus stop was a 1938 SS Jaguar- Drop Head Coupe convertible. Almost every weekday, the car was there, just waiting for me to admire it. Between the chrome grill and those beautifully sloping fenders, I grew more infatuated by the day.

And then, in the fall of my senior year, I spotted a 'For Sale' sign in the driver's side window. Breathless, I spent the whole day imagining how I could pull the money together to make the car mine.

But, when I told my parents about it, they didn't exactly share my enthusiasm. I'd already had my driver's license for four months and was dying to have my own car. My parents, on the other hand, didn't want me to have any car, let alone a fancy car. I couldn't have been more depressed. And yet, I was undeterred.

Over the next couple of weeks, I talked incessantly about the car until finally my father agreed to

accompany me to look at it. I called the telephone number, made the appointment, and could already see myself behind the wheel. The test drive went

smoothly enough. Sure, the car needed a little work on the body and the leather was worn but it seemed to run satisfactorily. Whatever brief glimmer of hope I felt was short-lived. Even with pooling everything in my savings account from various summer jobs, snow shoveling, and my after-school paper route, the car was far beyond my price range. Just when I was so close

to having my dream car, reality shook me awake.

As if I wasn't miserable enough, I sensed my parents relief which made it feel even worse. Dejected, I wound up buying a 1952 Chevy coupe—a

much more practical car that served me well for several years. In hindsight, I realize that my parents taught me a crucial life lesson: dreams don't come true in the blink of an eye. Sometimes, you have to keep the dream alive and keep working towards it.

Fast forward sixty years. College, Army Reserves, marriage,

mortgage, raising a family—years turned into decades. Children gave birth to grandchildren. My wonderful wife passed away after many years of a debilitating illness and, in the midst of the pandemic, after 55 years of a successful career in

commercial banking and finance, I retired. The whole world felt different but that Jaguar dream car was still etched in my memory from the bus stop in Upper Montclair.

At first, I started looking around on the internet for a 1938 SS Jaguar Drop Head Coupe. 'Just out of curiosity', I told myself. But as the months went on, the

search became more serious. Purportedly, only twenty SS Jaguar Drop Head Coupes have sur-





### My 60 Year Dream-Come-True Car (continued)

vived in the world. Perhaps that number's not so surprising since only 278 were manufactured be-

fore the production was halted for the war. After 83 years, a 7% survival rate seems pretty impressive. Many of the surviving DHCs are overseas; I found five for sale in North America: California, Michigan, Texas, Connecticut, and New York. Unfortunately, each car either had mechanical problems, was only partially restored, or had been "modernized" so much that it was no longer a legitimate antique.



Finally, I found one that seemed to be fully restored and in excellent condition in St. Louis, MO. It seemed too good to be true. Despite the advice against flying during COVID, I masked up and flew out there to inspect it in

person.

Once the plane touched down in St. Louis, I jumped in a cab and headed straight to the showroom—an amazing place with rows and rows of pristine antique cars. In one spot, I saw a beautifully restored 1931 Dussenberg Phaeton that had just sold for a cool million. But there,

waiting for me, was the SS Jaguar, exactly as advertised: black with gray sides and a black head (convertible top), deep red leather seats. Right hand drive with semaphore turn signals. Every

detail beautifully restored mechanically and aesthetically. 2.5 Litre 6 cylinder OHV engine with a 4 speed transmission that shifts with the left hand. It seats 5. I fell in love instantly.

On the test drive, I was thrilled to see how well it performed: nice power, good gear shifting (a weakness for some other Jaguars), good turning and braking. My heart was pounding

when we pulled back into the dealer's building. I spent the next hour pouring over the restoration records, studying the repair history, confirming it was the real deal. Then came the negotiation.

As a teenager, I wasn't in any position to negotiate. But more than five decades in corporate fi-

nance taught me the necessary patience. Four rounds of negotiations, knowing I had a plane to

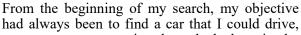
catch the whole time, and finally I'd whittled the price down to a level that felt reasonable. (Let's not talk about the fact that it was still more than 100 times what I could have bought it for back in 1960!) And so, after dreaming about that car for 60 years, I bought it and arranged the transport to my home in Drexel Hill, PA. My dream had come true! I

boarded the return flight on cloud nine, my heart soaring higher than the wings of the plane.

When the car was delivered, neighbors rushed

over to ogle. Almost all had the same first question: "What is it?" They had never seen anything like it before. The paint job is superb; you can see your reflection from any angle. Then I raised the bonnet to show off the engine and lastly opened the boot to show the complete tool kit in the lid. They were all in awe. I could

glimpse my teenage self in their amazed faces.



not just keep locked up in the garage. Fulfilling that desire, I drive the car almost every day when the weather is decent (not raining or too cold). Just relatively short distances, though—no long trips. Many people honk their horns, give me a thumbs up, ask questions when I'm stopped at a traffic light, and especially in parking lots. I was even requested to chauffeur

for a wedding as a surprise to the bride and groom—both car enthusiasts in their 30s—who were blown away. Each time I get to show the car off, I'm full of pride and gratitude. But nothing beats the sheer joy of driving it, knowing deep down: it's never too late to make your dreams come true.



# Jaguars on the Chesapeake



Get your hotel reservation now for a fun weekend in Rock Hall on the Maryland Eastern Shore.

Preliminary Schedule – Many More Details to Come!

Thursday September 15: Arrival and activities of your choosing.

<u>Friday September 16:</u> Morning Scenic Drive, afternoon Sailing with DVJC member Captain Mark Einstein on <u>Blue Crab Chesapeake Charters</u>, Group dinner.

#### Saturday September 17:

- Car Show on grounds of <u>Rock Hall Yacht Club</u>; special section for Jaguars.
- Crab Feast at Waterman's Crab House with live music to follow.

Sunday September 18: Group Breakfast. Enjoy the day!

<u>Accommodations:</u> There are no large hotels in Rock Hall so no "headquarters" location has been chosen. Rooms are currently available at a wide variety of lodging choices and price points in and around Rock Hall recommended by our local members, Mark Einstein and Gary DiVito. Also check <u>bed & breakfast inns.</u>

- Mariners Motel 410-639-2291. Bay Views, five minute walk to Waterman's Crab House. 12 rooms.
   Block of rooms reserved under Delaware Valley Jaguar Club. New owner remodeling this winter.
- North Point Marina 410-639-2907. All rooms with water views.
- Inn at Huntingfield Creek 667-222-5692. B&B and cottages; seven minutes to Waterman's Crab House. No rooms available Thursday 9/15; 12 available Friday and Saturday nights.
- Inn at Osprey Point 410-639-2194. Close to Waterman's Crab House, ten minutes to Yacht Club.
- Inn at Haven Harbor 410-778-6697. Adjacent to Osprey Point.
- Red Roof Inn & Suites Chestertown 410-810-0555, about twenty minutes to Rock Hall and Yacht Club.
- Comfort Inn & Suites Chestertown 410-778-0778, about twenty minutes from Rock Hall & Yacht Club.

Please email to indicate your interest. Website will open for registration as more details become available.

There she is, in all her majesty, Lady Jaguar of Warwick. Miss March. A lady of grace, grandeur and grit. I've loved her for so many reasons. She's got just the right bling, all around; just enough to make her look elegant, but not overdone. I have to say, a Jaguar to me has a hood ornament, a beautiful leaper like a lovely, simple, but eyecatching necklace.



She's also got just the right chrome ornamentation to show off all her other assets, like her smooth curves. And of course, you can see she has a couple of grill badges. Yes over time she's chosen a few fad pieces of jewelry, too; a small oval-like badge, with a wildcat paw print to show parking authorization at the French Creek School, an occasional handicap badge to show that she was chauffeuring my Mom and the many many parking passes from all the places she's visited. All of these to wear along with her lovely leaper.

Few know though, that she is not the first Lady Jaguar. She has a sister, three years older, who alas has moved away and we hope she's doing well. They could have been twins, they looked so much alike: lovely shiny black exteriors and elegant off-white interiors. Leapers, of course. But the older sister had only one cup holder...and her lease was up so shopping I went. Since she was everything I wanted, why not duplicate her with two cup holders! And that's how the current Lady Jaguar came to live in Warwick. When the current Lady Warwick's lease was up, I just couldn't give her up, so I bought her and now she's mine, forever (or so...).

Her grit came about because she's all wheel drive. She was my "driver" for twelve years and I needed her to be able to handle snow. While we didn't have a long drive to work, we had to get there on snowy days and she never blinked at the challenge. We never had trouble, not once. Along

with that, she traveled to 30 states a Canadian and province. (While in Canada, she and I got to take a lap around the Grand Prix course in Montreal!) She's been as far west as Devil's Tower in Wyoming, as far south as Sarasota, Florida and as far north, in the US as Bar Harbor in Maine. She got to see the Jolly Green Giant in Minnesota, Mount

Rushmore in South Dakota, the Corvette Factory in Kentucky before their big sink, and lots and lots of other adventurous stops too numerous to mention. Her toughest trip was her first time, and mine to Kentucky. On the way, in a turnpike parking lot she had an unfortunate incident with a tractor trailer. Not the worst kind, thankfully, but this behemoth of a truck, backed into her door. Nothing serious, just a bit of cosmetic surgery, later performed by our wonderful body shop. But can you imagine making your entrance into a new state with a less than perfect look? Tough one for sure..

She's hauled plants, furniture and three grandchildren over her lifetime. She's made tons of doctor visits, loads of supermarket stops and been with me for all of those events that required a reliable car. She's gotten dirty, because she's been tasked to do so many things, but always cleaned up and returned to her lovely self.

So through all of our many adventures, we are still friends. We don't spend as much time together as we once did, but you know what they say about old friends. No matter the time lapse, we can pick up as if no time has passed at all. My Lovely Lady Jaguar of Warwick.

Thank you for the honor of being chosen for the March calendar position. Being able to write about my car gave me a chance to reflect on why I love this car.



# SCENIC TOUR, DINNER, and SYMPHONY UNDER THE STARS JUNE 26, 2022

Come and join us for a short scenic tour through beautiful Southern Chester County, followed by dinner at the Stone Barn, and ending with a delightful Symphony Under the Stars by the Kennett Symphony at the Longwood Gardens Open Air Theater.

We will start at 2:30pm at Unionville High School, take a scenic tour with (maybe) some surprises along the way, arrive at the Stone Barn at about 4:00pm for cocktails and/or wine, dinner at 5:00pm, and the concert at Longwood at 7:30pm.

The concert program is quite exciting:

- The Lark Ascending Ralph Vaughan Williams.
- Selections from The Planets Gustav Holst.
- Star Wars Suite John Williams.

Enjoy a beautiful summer day outdoors. The Lark Ascending is a piece that is indebted to English folk music that portrays nostalgia for a simpler time. It will be performed by Kennett Symphony Instrumental Competition Winner Kristy Chen, violin, currently a student at the prestigious new England Conservatory of Music. The Planets was inspired by the astrological significance of the planets and is the perfect piece to hear under a night sky. The concert closes with John William's legendary score for Star Wars, an instantly recognizable work that hearkens back to old Hollywood film scores.

Details, including price, will be available soon.

Try the Delaware Valley Jaguar Club's online store to show off your DVJC membership.







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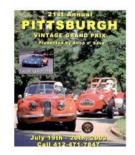
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### **JUDGES TRAINING 2022**

Dear fellow DVJC members,

This letter is an Invitation to Concours judge's training, in preparation for our Concours on Saturday June 4<sup>th</sup> 2022.

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 2022 Judging Guide, required by JCNA. We will also take the test provided by JCNA and discuss some of the finer points of scoring a Jaguar. 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 are as follows. Judges must attend at least one of the training/testing sessions.

- March 12<sup>th</sup>. Workshop at Leo Kob's in Valley Forge PA.
- April 2<sup>nd</sup>. Training/Testing at Jim Sjoreen's in Wayne PA.
- April 16<sup>th</sup>. Workshop at Tony Tinari's in Huntington Valley.
- April 30<sup>th</sup>. Training/Testing at Alan Brown's in Solebury, PA.

#### What I need to know.

- 1. Your confirmation of commitment to judge.
- 2. The model of Jaguar you would like to judge.
- 3. Which, if any, car/s you will be entering.
- 4. Which of the venues you will attend.

Please reply at your earliest convenience, to <u>chiefjudge@delvaljaguarclub.com</u>

Please also register through the DVJC web site (<u>Click Here</u>) under the Event Schedule. You must log in as a member to register for these sessions.

Thank you,

Alan Brown. Chief Judge. DVJC.

# 2022 DVJC Concours, CMoE (Cars & Motorcycles of England) - Ales & Petals at Hope Lodge By: Jim Sjoreen

When temperatures drop to single digits and winter Nor'Easters are top of mind, it is a bit of a challenge to begin thinking about the sunny days at Hope Lodge in June. Nonetheless, the planning has begun with representatives from DVJC, DVT (Delaware Valley Triumph Club) and the Friends of Hope Lodge having attended the first ZOOM planning session on January 17. The good news is that 2021 was a record year for the event in terms of attendance and for the most part, everything went according to plan. The bad news, if there is any, is that the volume of traffic exceeded expectations, which created some traffic management issues on Bethlehem Pike. It's a good problem to have when hosting an event and one that will receive additional attention in the planning stages.

For those new to the club, the three events are held on the grounds of the Historic Hope Lodge in Ft. Washington, PA and for 2022, the date is Saturday, June 4. It is a rain or shine event. DVJC's annual Concours d'Elegance is one of the club's signature events and brings together a wide range of Jaguar cars to be viewed and/or judged in this JCNA sanctioned event. Combined with the more than 150 British cars and motorcycles registered with the CMoE, there is something for everyone. More information will be forthcoming but mark your calendars...it is not to be missed!

The concours and CMoE are also opportunities for members to show their support for the club, both through registering their cars and volunteering. Those who have participated in the past know that it takes dozens of volunteers to make it happen and we've been fortunate year after year with members stepping up to help out. This will be my fourth year as concours chairman and each year I'm amazed at the number of members willing to chip in and assist with all that it takes to make the show a success. I have also learned that the volunteers need better guidance and direction to make the best use of their time. In order to make that happen, I'm calling on a few good men & women to help me manage the critical tasks that are key to the success of the concours and CMoE. Some positions have been filled but openings remain. In no particular order, they are:

- Chief Judge Alan Brown
  - Responsible for recruiting, training, assigning & assisting concours judges

- Show Field Parking Greg Morrison
  - Responsible for recruiting, assigning & directing parking volunteers on Friday for show field setup and on Saturday for directing registered cars to assigned parking.
- Spectator Parking Open
  - Responsible for coordinating with DVT and Hope Lodge on all things related to spectator parking including:
    - Preparing the schedule (time slots) for day of show parking
    - setup spectator parking on Friday
    - recruit & assign DVJC volunteers to agreed upon time slots
    - monitor assignments the day of the show to ensure slots are filled
  - Attend Hope Lodge monthly planning sessions (ZOOM or in person)
- Concours Score Sheet Tabulation Open
  - Responsible for the timely and accurate tabulation of the concours score sheets
  - Recruit volunteers as needed
- Merchandise Noe Laframboise
  - ♦ Responsible for inventory and point-of-sale activities the day of the show
- Assistant Concours Chair Open
  - ♦ Attend Hope Lodge monthly planning sessions (ZOOM or in person)
  - ♦ Assist with setup on Friday
  - Responsible for recruiting and monitoring score sheet runners
  - ♦ Assist with trophy setup and presentation

One thing to keep in mind when reading the above is that no one in any of these roles is on their own. I will be working with you every step of the way to make sure you have the necessary information and resources as will others. I simply need folks in these leadership roles to make sure our volunteers have the direction they need at any point in time, particularly on the Friday before the show and Saturday, the day of the show.

Please give some thought as to how you can help and reach out to me with any questions. I can be reached via email (jsjoreen3860@comcast.net) or phone/text (267.432.2299).



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OR YOUR LOCAL JAGUAR CLUB TO BOOK.

\*All bookings require a non-refundable t\$500 deposit at time of booking.

## The DVJC Library is now open!

Over the years, the club has accumulated a small number of books and technical materials that were available to the Chief Judge and others as reference materials. In an effort to help our membership gain access to information that may assist with the repair or restoration of Jaguar cars, we are offering the use of these materials to all members and co-members without charge. Members and co-members will be able to:

- Borrow books and materials currently available in the library.
- Reserve items that are currently on loan to other members.

Items may be borrowed for approximately four weeks and may be renewed.

- On the club website, under the drop down, "Members", a link to photos of the available materials will be included. Click here to view the photos.
- Members can check availability by emailing library@delvaljaguarclub.com
- At any given time, patrons may borrow up to three books.
- Items may be borrowed or returned at the next club event.

#### **Policy Statement**

The DVJC library loan periods and limits have been established to provide members with adequate time to use library materials and to return them for use by others.

A reminder notice will be emailed to users 3 days before an item is due.

Members interested in extending the loan period can do so if there are no holds placed by other members. The extension request can be made by emailing <a href="mailto:library@delvaljaguarclub.com">library@delvaljaguarclub.com</a>

The intention here is for the DVJC's library to be easily accessible to all members.

The success of the library is dependent on the care and timely return of our books.

The library will operate on an honor system with no deposit required for items lent to members. The materials in the library range in value but more importantly, some of the items would be difficult to replace. We ask that the items be treated with care (no additional greasy finger-prints please!) but encourage all members to take advantage of the detailed and useful information that is available in the library.

As with all club activities, the library is supported by volunteers so we ask for your patience as we roll out what we believe is a valuable resource to you, our members.

## **DVJC Visits "24 Hours of Daytona"**

By: "Where's Bob?" De Lucia

One intrepid DVJC member, and one Delaware Valley Triumph member, headed south to get out of the bitter cold and enjoy some Florida sun for at least a few days. Or maybe bitter cold in Florida for a few days? We flew down to Orlando, then rented a car for the short drive to Daytona. I have been down to the "24 Hours of Daytona" many times but this was my classic car colleague's inaugural trip there.

After picking up the rental car we headed north for about an hour-and-a-half to the Daytona International Speedway. That was our first stop on the trip, to see what was going on, get our credentials, and familiarize ourselves with the huge raceway. Then it was off to our hotel, right on the ocean, in Daytona Beach. Dinner that night was at the historic "Racings North Turn Restaurant and Museum", right on the beach, and right where cars entered the beach to race. Great memorabilia, good food, cold pints, and good live music.

The "24 Hours of Daytona" always has an exhibit of historic winning cars in back of the garages. This year was no exception, with two Jaguars there; and E-Type, and a 1952 XK120. There was even a "Group 44" Triumph TR8 there.

Experiencing the "24 Hours of Daytona" is a test of fortitude. Could be sunny and 80 during the start at 2:00 p.m. on Saturday, but by the time the sun goes down (early in January), it can get downright chilly. Sometimes the fog rolls in and it gets brisk in the evening, and even cooler by midnight and beyond. Having been there several times I learned to dress in layers, have heavy gloves, wool hat, hoodie, and even an old blanket to throw away. Since this year it was forecast to be in the low 40's / high 30's at night, they would be needed. And that is all without any rain, which happened several times. By the time 2:00 p.m. Sunday rolled around the next day, many times I have been exhausted.

I had my share of staying up the entire 24 hours at the track, but age and a sense of what the heck for, have mellowed me. Watch until early / late evening or so, then head to hotel to get warmed up, have some dinner, and some sleep. Heck, if

back late by 8:00 a.m. Sunday there are still six more hours of racing to go! Ideally, I would love to have an infield parking spot, or RV spot, but I have found these almost impossible to get. Someday. We arrived back at the track before 8:00 a.m. Sunday morning, our goal. It was brisk, but since we decided to sit by the entrance and exit to the "Horseshoe", the bright Florida sun was shining on us. Layer by layer came off. Felt great after some cold days / evenings.

The 60+ cars are a joy to see, as well as the many drivers from all types of racing. Indy, Formula 1, IMSA series, Grand Prix, etc. Many known names from current and recently passed racing.

Just this year the group included Sebastian Bourdais, Scott Dixon, Alex Palou (on one team!), Marcus Ericsson, Kevin Magnussen, Alexander Rossi. Kamul Kobayashi, Jimmie Johnson, Helio Castroneves, Simon Pagenaud, Patrico O'Ward, Colton Herta, and many others. And six grand marshals for the 60th anniversary; Mario Andretti, Hurley Haywood, Scott Pruett, Bobby Rahal, Jack Roush and Wayne Taylor.

There was some British "metal", with eight Aston -Martins racing, and two McLarens. Not like the "good old days", with some winning Triumphs, and Jaguars. Maybe Jaguar will return to IMSA someday since they are in Formula-E. TBD.

Always nice to be staying on the beach in Florida in January. We found several good places to eat, excellent sports bars which had the race for a while on TV late Saturday night.

Sunday night found us in Orlando staying not too far from the airport. I had a rendezvous with an old high school friend who has been very ill the past few years, and I thought I should see while I can. In a Miller House, watching Andy Reid blow a lead for the Chiefs, and having some good memories to talk about.

Hopefully warmer in 2023, or maybe on to Sebring in March of 2023 instead. TBD. Cheers,
Bob

# **DVJC Visits "24 Hours of Daytona" Photos**

By: "Where's Bob?" De Lucia



Trying to stay warm in "sunny and warm" Florida.



E-Type doing ceremonial laps at Daytona Speedway



Aston Martin Garage















XK120 doing ceremonial laps at Daytona Speedway



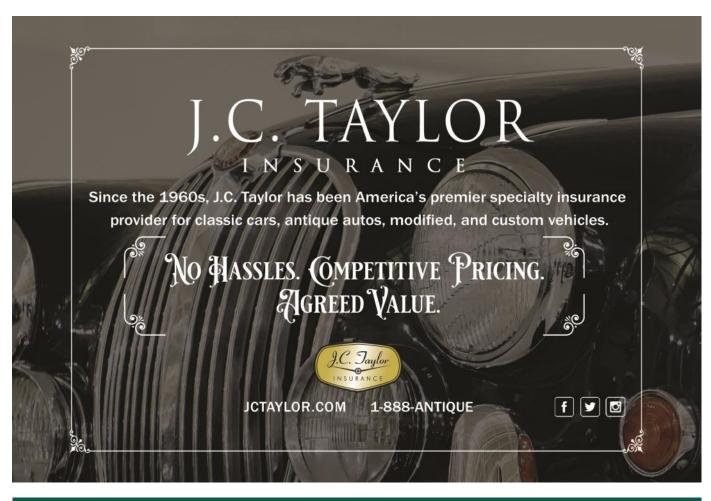
Jaguar XK120





All 60 cars on raceway on Wednesday.









#### **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 125 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:

Your car's appearance on the DVJC calendar
Jaguar owned by a notable person.
Holiday or special occasions involving your Jaguar.
Restoration efforts, successes, challenges.
Maintenance tips or experiences.
Equipment mishaps and repair efforts at en event.
Your biography to introduce yourself to the club.
Attendance at or participation in a special event.
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 <a href="https://delvaljaguarclub.com">https://delvaljaguarclub.com</a>





# JAGUAR WEST CHESTER



#### JAGUAR WEST CHESTER

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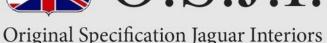
 $J_{aguar}$ 

nteriors

 $S_{pecification}$ 



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#### Standard Interior Kits

~		meerior raies	
XK120		XK150	
Roadster	\$3717	DHC	\$4206
DHC	2811	FHC	4542
FHC	3813	E-TYPE	
XK140		Roadster SI & II	3063
Roadster	4171	Roadster SIII	2702
DHC	3993	FHC SI & II	3481
FHC	4005	2+2 SI & II	4361
XK150		2+2 SIII	4254
Roadster	3981	call 800.338.803	34

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XK120		E-TYPE	
Front Seats	\$1112	Front Seats	\$880
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Rear Seats	270	MKII Saloon	
XK150		Front Seats	1272
Front Seats	1197	Rear Seats	1642
Rear Seats	270	MKIX Saloon	
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listed - 800.33	8.8034	Rear Seats	1719

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## <u>Check one: □ Member Profile Update □ Renewal</u> <u>□ Application for New Membership</u>

Jaguar ownership is not necessary for membership, only an interest in the Marque.

				20.
Member Name:				
	Last	First		M.I.
JCNA Number: Renewing or previous members				W.I.
Address:				
	Street Address			Apartment/Unit #
	City		State	ZIP Code
Phone 1:		Phone 2:		
Email:				
Occupation [optional]:			Retired?	
Co-Member Name:				
	Last	First	II.	M.I.
primary member ar years of age and yo at a cost of \$35.00 a bi-monthly public	nbership: For the purposes of JCN and his/her spouse or significant other bunger (i.e., up to the year in which the for members 25 years of age or you ation distributed by Jaguar Clubs of by e-mail with free Classified Ads for	r living in the same hous le child turns 18). <b>Yout!</b> unger. Includes a one y North America, Inc., ar	sehold, and childr n Enthusiasts* m year subscription	en of the "member" 18 embership is available to the <i>Jaguar Journal</i> ,
☐ Child under 18	3? Name:	Date of	Birth/	/
☐ Youth Enthusia	st? Name:	Date of	Birth /	/
Signed:	7		Date:	
	*	<del></del>		

Annual Dues:	
Full Members receiving electronic copies of Purr newsletter	\$75.00
<u>New</u> Members joining after July 1 Youth Enthusiast	\$55.00 \$35.00

If paying by check:
Please make your checks payable to DVJC
Mail to: Jim Sjoreen, 920 lvycroft Road, Wayne, PA 19087

Jaguars Owned				
Year	Model	Body Type	Color	Memo

Full Name:  Last First  Address:  Street Address		M.I.  Apartment/Unit #
Address:		
(AC) - AC (AC) -		Apartment/Unit #
ACCOUNT OF THE PROPERTY OF THE		Apartment/Unit #
Street Address		Apartment/Unit #
City	State	ZIP Code
Primary Phone:Relationship:		

Page 2



#### NORTHEAST RALLY CLUB PUMPKIN RUN 2022

## P. O. BX 547 MILLSBORO, DE 19966

May 20 - 22, 2022

CLASS	<b>CHAMPION</b>	PRO	<u>SOP</u>	ROOKIE
5	N – previous NERC er) (ROOKIE - <u>no e</u>			ise) (SOP- regular
	contact and phone #			
Emergency	contact and phone #ss (please print)			
*VEHICLE ma	ake	_model	year	color
<u>P</u>	ROOF OF INSU	JRANCE I	MUST BE AT	<u> </u>
* IF YOU HAV RALLY. WE	/E BEEN ASSIGNED A CA DO NOT HAVE DUP			UMBER FOR EACH EASE BRING YOURS.
Please list yo	ur assigned number			
	NOT BEEN ASSIGNED A CA	AR NUMBER, PLE	ASE CHECK HERE	AND A NUMBER WILL
Meals for d	river and navigator	are included	in the entry fee	

ENTRY FEE: (Rookie Team rate is discounted to \$300)				
\$400 entry form, payment and insurance received by May 6, 2022 \$				
\$425 entry form, payment and insurance received after May 6, 202	22 _ \$			
(Entry fee covers all meals for drivers and navigator	·s)			
\$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,				
NAMEHOMETOWN				
NAMEHOMETOWN				
<b>HOTEL INFORMATION</b>				
A LIMITED NUMBER OF ROOMS ARE RESERVED at the TRU b	y Hilton in			
Georgetown (302-515-2100) For group rates you must reserve	e by April 30 <sup>th</sup> .			
<b>IMPORTANT:</b> Please indicate if you want to join us for a n	o-host dinner on			
Thursday night in Millsboro and how many in your group. Yes	Sand there will be			
in our group – $\underline{No}$ we will not be at the Thursday night	dinner.			
For rally questions, contact Bob Bryan @ rbb19966@v	erizon net			

