## The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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*April 2022* 

## **DVJC** in Allentown



On Saturday, March 19, 2022, members of the Delaware Valley Jaguar Club traveled to Bennett Jaguar in Allentown, PA for lunch and a choice of a scenic drive to Hawk Mountain or a visit to the Greater Lehigh Valley Auto Show. Lunch was graciously provided by Bennett Jaguar. This was a homecoming of sorts for Richard Samar as it turns out his 1969 E-Type OTS (pictured above) was originally purchased from Bennett Jaguar of Allentown. The DVJC members gathered around Richard's beautifully kept E-Type and were joined by Bennett Jaguar owner Rob Bennett (11th from left in blue blazer) and his son Cooper (to the left of Rob, wearing the mask). Richard and Sally Samar are fourth and third from the right (Richard in the blue vest). Thanks to Gerry Kunkle for organizing the event and to Bennett Jaguar for their hospitality. See Membership Musings, page 12.



#### 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 <a href="bytclicking-here">bytclicking-here</a> or referring to pages 53 & 54 to update information.

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#### ADVERTISING RATES

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

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	Bill Beible	610-223-1051	President@delvaljaguarclub.com
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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	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**

April 24, 2022 BYO Breakfast at Fort Washington State Park

10:30 a.m. Fort Washington, PA

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

9:00 a.m. 5 Ponds Golf Club, 1225 Street Road,

Warminster, PA

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

May 21, 2022 Spring Fling (see p. 14)

11:30 a.m. Ringing Hill Fire Company, Pottstown, PA

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

May 20—22, 2022 Pumpkin Run Rally (see pp. 56-57)

Millsboro Volunteer Fire Co., Millsboro, DE

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

June 4, 2022 DVJC Concours d'Elegance (see pp. 10 & 11)

8:30 a.m. Historic Hope Lodge

553 S. Bethlehem Pike, Fort Washington, PA

Contact: Click here for more information.

June 26, 2022 Star Wars Scenic Tour, Dinner and Symphony

2:30 p.m. Unionville High School (see p. 33)

Save the Date 750 Unionville Road, Kennett Square, PA

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

September 15—18, 2022 Jaguars on the Chesapeake

Rock Hall, Maryland (see p. 32)

**Save the Date**Contact: <u>Click here</u> for more information.

January 22, 2023 DVJC Annual Holiday and Awards Celebration

11:30 a.m. William Penn Inn

Save the Date 1017 DeKalb Pike, Ambler, PA 19002

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

# **DVJC Judge Training**

**Judges Training and Testing** April 2, 2022,

9:00 a.m. Wayne, PA

Contact: Click Here ,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 30, 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.

May 7, 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.

Please note the links above will take you to a log in page. You must sign in with your DVJC web site credentials to register for these sessions on-line.

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 ChiefJudge@delvaljaguarclub.com

See Page 36 for more information.



## Your Monthly Bill April 2022

Jay Greene and I attended the 2022 Jaguar Clubs of North America Annual General Meeting in Milwaukee

and ... it's not yet spring in Wisconsin! The AGM was hosted by Wisconsin Jaguars Ltd. and was well -attended by representatives of many U.S. based clubs. Our Canadian and Mexican affiliates still face travel restrictions. Members of our club were recognized with four newsletter awards including Brian Craig's hard-earned Karen Miller Award as the editor of the best newsletter of 2021. Thanks to everyone who contributed articles to The Purr. Member articles provide variety and help us get to know each other better. In addition, eleven of our members won trophies for competition events including Concours, Rally and Slalom. Our club can be proud of the fact that, along with the Seattle club, we took home the most awards that evening. A complete listing of the awards is on page 8. Congratulations to these winners. Thank you to everyone who contributes to The Purr and to those who enjoy the competition events.

#### Lehigh Valley Lunch



On March 19, about twenty-five club members met for lunch hosted by Rob Bennett at Jaguar Allentown. Richard Samar came in his 1969 E-Type OTS that was purchased new at Bennett. We had ample time to tour the facility, check out the cars and meet Rob, his son and members of the dealership staff. Afterward, some members followed Gerry Kunkle on a sixty-mile drive to and from Hawk Mountain and several went to the Lehigh Valley Auto Show. "Thank you" to both Gerry and Rob for making this an enjoyable and successful event.

#### **Chester County Flash Drive**

Early in the month, Greg Morrison organized a Flash Drive through southern Chester County. Twenty-eight members, including several from Delaware, drove through the beautiful countryside on a warm, sunny Saturday. The route was capped off with lunch at the Northbrook Market nearby to Marshallton, PA. Thanks to Greg for his work putting this together for us.



April is shaping up to be a busy month for DVJC. Three sessions for training and certification of judges for the June 4 JCNA Concours are scheduled. It's not too late to volunteer and learn to be a judge. Judging is a rewarding way to get more involved

with other DVJC members and meet entrants from other JCNA clubs and - IT'S FUN! The DVJC Concours is viewed as one of the best by people from other clubs who have experienced it. I know of at least four people who are coming from out of state (not counting, NJ, DE, or MD) to enter their cars in our show. Please notify Alan Brown, Chief Judge, of your interest and register to attend a training and testing session. If judging isn't your thing, please volunteer to help with setup and "day of show" tasks. This is a big undertaking for our club and Jim Sjoreen, Concours chairman, needs plenty of volunteers to share the load.

Mark your calendar now for Sunday April 24 when we will have another outdoor breakfast at Fort Washington State Park. Coffee and donuts are provided. <u>Directions</u> are on the DVJC website.

#### Jaguar Journal now online!

You now have an option to receive your copy of the Jaguar Journal online <u>instead of</u> in print. To do so, sign in to the <u>JCNA website</u> then go to the "Members Only" section and click "JJ Subscription." This will take you to a window where you

## Your Monthly Bill April 2022 (continued)

select the type of subscription desired. You must include an email address (it does not need to be the same as the DVJC address). Note: the printed version is the default and you do not need to do anything to continue receiving the hard copy editions. It may take one printing cycle for the change to take effect.

#### **Membership Growth**

Total membership in JCNA increased to 5073 in 2021, an increase of 8% from the prior year. After dropping during COVID this returns JCNA to a more normal membership level. 18 of the 60 clubs grew 10% or more from year to year. DVJC demonstrated one of the largest rates of increase, growing 21%.

Like many similar social organizations, our club and other JCNA affiliates face the challenge of attracting new members who have somewhat different interests than those that have previously been typical. JCNA has commissioned a marketing committee that is charged with characterizing the interests of the younger cohort of prospective Jaguar enthusiasts. With that information, they will recommend appropriate changes to update the perceptions of JCNA clubs and the channels that should be used to reach these prospects. Rest assured, this effort is designed to generate interest and awareness to support local club recruiting, not replace their efforts.



Mark your calendars now for the 2022 International Jaguar Festival in Dallas. This is a five-day party that includes a Concours, Slalom and Rally along with a wide array of informal car events and social events. You will get plenty of "Texas" hospitality and flavor while you're there. Nancy and I are planning to attend and hope you will join us. Festival dates are October 12 – 16. Watch for more information.

Spring is here - or - just about!



## Your Monthly Bill April 2022 (continued)

## Jaguar Clubs of North America Award Winners

## **2021 Jaguar Clubs of North America – Competition Award Winners**

Concours		
Dennis Spaulding	1 <sup>st</sup> Place	F-Type S
Steve Sokoloff	1 <sup>st</sup> Place (NE Region)	XK120
Rally – Speedometer Only Class		
Brian & Pauline Craig	1 <sup>st</sup> Place	
Steve & Betty Kress	3 <sup>rd</sup> Place	
Slalom		
Chuck Epstein	1 <sup>st</sup> Place	E-Type (6 cyl.)
Mike Eck	1 <sup>st</sup> Place	E-Type (12 cyl.)
Ed Petrow	2 <sup>nd</sup> Place	E-Type (12 cyl.)
Jay Greene	3 <sup>rd</sup> Place	XJS
Bill Beible	2 <sup>nd</sup> Place	XK8
Steve Kress	3 <sup>rd</sup> Place	XKR
Steve Schultheis	1 <sup>st</sup> Place	F-Pace

## **2021 Jaguar Clubs of North America Newsletter Awards**

Karen Miller Newsletter Award – Brian Craig - Editor

Alan Karpovitch	1 <sup>st</sup> Place - Jaguar Life	"My 1967 E-Type"
Rodney Welsh	2 <sup>nd</sup> Place - Heritage	"A Tribute to Dad"
<b>Greg Morrison</b>	2 <sup>nd</sup> Place - Technical	"The Dreaded Rochester Valve"

# CLASSIFIED

### 1976 XJ6 Saloon



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

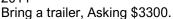




Color Grey, body in good shape, interior OK Was totally rebuilt mid 1980s from chassis up including sheet metal work on rocker panels, wheel wells, and floor. Quality sickens paint

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 2011





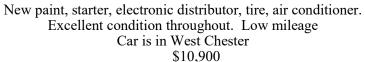
Please contact Harry M. 908/3913117 or DVJC, Mick vV. 609/9331560







### 1984 XJ6 Series 3





Contact Steve at <u>Steve@ssresource.com</u> DVJC member 15 years.







## 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, NJ.





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@delvaljaguarclub.com Website: www.delvalguarclub.com CMoE Information Hotline: 267-258-7071

DVJC Concours Registration Form, Divisions and Classes on following page

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

Champion	Division Classes	Driven Division 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,	8455000000000			
	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 ------Cut Here-----

Registration Form for DVJC Concours d'Elegance 2022
\*Please submit a separate Registration Form for each car you enter. Detailed instructions will be provided upon receipt of registration.

	received after May 28, 2022 will be ente		0110810111110111			
Name	ame Phone Number					
Address	e-mail		<u>~</u>			
City	State Zip					
JCNA Number Club		/IN				
Year Model Cla	ss Body Type: _	Color				
Division - Please circle one only: Cl	nampion Driven Prese	ervation Special D	Display			
Trailer – Please circle all that apply:	Yes No Length: < 16 ft	t. $16-20 \text{ ft.} > 20 \text{ ft.}$				
Make check payable to: DVJC	Send to: Jim Sjoreen, 920 Ivy	croft Road, Wayne, PA 19	087			
JCNA Event Participation: It is an Entrant's privilege to part forms and paying published entrance fees. Each affiliate si the privilege to enter and participate and intending to be I to sue Jaguar Clubs of North America, Inc., Jaguar Land I this Event, from any and all liability for injuries, damages, am signing this agreement freely and voluntarily and intenby law.	nall be solely responsible for granting privile egally bound, I, for myself, my heirs and assi Rover North America LLC, and the affiliated losses, or claims, including negligence, arisi	eges to each Entrant on an individual bigns, release, hold harmless, waive, disc I JCNA group and its directors, officering from my entry, attendance, or part	asis. In consideration of charge and covenant not s and agents presenting ticipation in this Event.			
SignedSignature of Jaguar Owner		Date	_			

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## **Membership Musings** April 2022

By: Tony Tinari

This may be the one month in which this column lives up to its name. No April fooling . . .

A few Saturdays ago, I was honored to meet fellow DVJC member Richard Samar, and his remarkable 1969 E-Type Series 2 OTS, at our club gathering at Jaguar of Allentown. I had driven up the Northeast Extension, made a few turns as instructed by the GPS, then entered the Bennett dealership. The first thing I noticed was a striking light blue E-Type convertible in seemingly original condition, one which I had never seen previously. Sweet. You can see it on the cover of this month's newsletter, and in the photos below. It turns out that the car was not far from its figurative birthplace, some 53 years later. It's been said that every car has a story. This is the one about the light blue E-Type. And a little bit about Richard too.

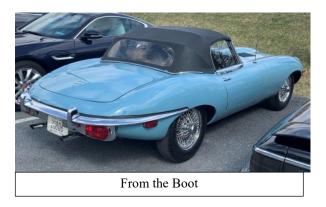


The 1969 E-Type OTS, with Richard Samar and Rob Bennett.

Richard purchased the car privately from its only prior owner on February 23, 1973. He remembers the exact date. Although residing in nearby Whitehall, he had nevertheless not realized that the Jag got its start right next door in Allentown. That is, until he met a guy named Joe Gander at a car show in Wallingford, Connecticut in 1974. Gander recognized the blue roadster at once and told Richard the back story. It seems that originally Joe himself had agreed to purchase the same light blue car at Bennett Jaguar in 1969, however when he went to pick it up, he was captivated by another one in willow green. That's the one Joe went home with.

Fast forward through 1974-1976. Richard and Joe became good friends and looked forward to showing their sibling cars together at various DVJC Concours, in those days held in Springhouse and King of Prussia.

Then, unfortunately, life got in the way. Richard started building a house, garaged the Jaguar, and did not take it out again until 2008, after his retirement. At that time, a friend inquired of him when was the last time he had the car running? Richard did not know offhand, so they walked to the garage together, pulled off the dust cover, and saw the last PA state inspection sticker-from 1976. The little convertible had hibernated for the last 32 years.



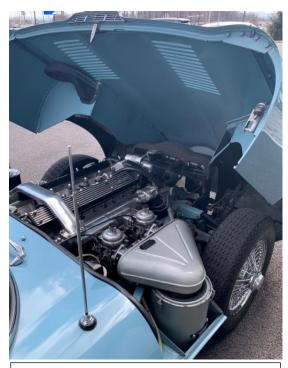
Enter Dave Hutchinson and the Ragtops & Roadsters crew. Richard called them, they got together a game plan for making the vehicle roadworthy, and Dave arrived at Richard's place shortly thereafter to pick it up. Apparently, they got it running safely, since Richard rejoined DVJC and began again to show the car-including at the 2011 Concours celebrating the 50<sup>th</sup> anniversary of the E-Type. In 2013 it was last shown competitive-

## Membership Musings April 2022 (continued)

ly in the Preservation Class, some 40 years since it had come into Richard's life.

Once again, however, life got in the way. Richard and his wife Sally devoted their attention to the care of Richard's mother at their home until she passed away peacefully in 2021 with her family at her side. During this time, the Jag went back in the garage for another hibernation, this one about eight years long.

Ragtops, again. Richard ran into Dave who inquired about the E-Type; he explained that it had been idle because of his caretaking responsibilities. Once more, the car was picked up by the shop, evaluated, and then pampered. All new fluids of course, new gas tank, and a few other upgrades. About a year ago, and with a new state inspection sticker. it was yet again ready for the road!



Under the Bonnet

All of this history may explain why the recent DVJC event at Bennett Jaguar was a literal

"coming out" party for the E-Type OTS, and of course for Richard and Sally. When they became aware of the event, they knew right away that it would be a homecoming. Richard says he was "truly blown away" by the fact that, after all these years, our host Rob Bennett remembered both the light blue and the willow green Jags from the early days when his father owned the former Bennett dealership on Hanover Avenue in Allentown. Great memory Rob!

Today, the E-Type presents with its apparent original paint in great condition, and a convertible top which, while original, looks essentially brand new-not a crease or wrinkle anywhere, even in the flexible rear window. The biscuit leather interior has a pleasing patina, the kind that says, "I've been around a while and seen these owners through some interesting journeys." Under the bonnet is a tidy engine bay, sporting the venerable 4.2 litre straight six dual overhead cam XK engine with two Stromberg carburetors, all confirmed by that glorious Jaguar exhaust note. It's a time capsule, but one that begs to be enjoyed in the here and now.



So much for these monthly musings. I thoroughly enjoyed chatting with Richard about the little blue Jag and appreciate him allowing me to tell the story of it. Here's to Richard, Sally, and many more years of enjoyment of their very special automobile.

Tony

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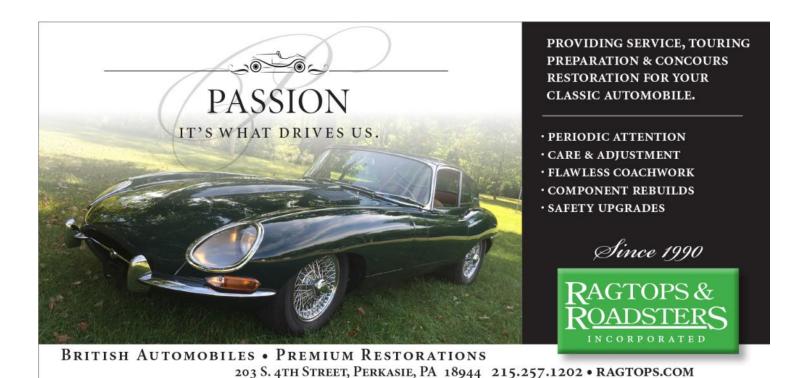
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## **Speaking of Things Jaguar - April 2022**

## **By Paul Trout**

Due to a family medical situation I was unable to produce a Speaking of Things Jaguar for this month. Instead, with the Concours just down the road a bit, I share this article which appeared in the February 2018 edition of the Purr and now takes on a special meaning for me..

#### "Best in Show at the First DVJC Concours"

I recently attended a memorial service for a friend who once had a small, one man, restoration shop that specialized in British cars. He did some work for me from time to time. He built the roll cage and did the paint work on the '67 Austin Cooper S I raced several seasons in the Pennsylvania Hill Climb Association series. He also painted the hardtop on my MGB. His shop was about thirty minutes from my home, so I often dropped in just to see what was going on in the shop. There I would find E-Types and Aston Martins, Austin Healeys and MGs in various states of assembly or disassembly. I remember helping him unpack an MG TD that had arrived, unassembled, in two wooden shipping crates. It was always a treat to see the work in progress because he did everything from machine work to upholstery to paint work. I learned a lot from Tom. I will miss him.

At the service a very charming gentleman sat next to me and introduced himself as Maurice DeAngeli, Tom's uncle. I told him that his name sounded familiar as I remembered recently receiving a check in the mail as his reservation for the DVJC Holiday Party. During our conversation he told me he was the one who got Tom interested in the restoration business and that he had also had an auto restoration business for many years. He also mentioned he still had a Jaguar XK 120 Fixed Head Coupe. Before we parted that day he extended an invitation to visit his shop and see the XK 120 Coupe.

A week or so later I drove up to Pennsburg and spent a delightful day with "Maury", as his friends call him. We sat together in his kitchen leafing through scrapbooks and publications old and new that provided some images to color the wonderful stories of his life and the cars he owned and those he restored for others.

At one point I mentioned I had recently put together a brief history of the Delaware Valley Jaguar Club for our new website. I went on to add that DVJC held its first Concours in 1967 at the Glenhardie Country Club in Wayne, PA. He said he remembered entering his 1938 Jaguar SS Drop Head Coupe in that show. As he

shared some photos of the car, some from an issue of Motorsport Magazine from the late sixties, he told me its story. Around 1964 he pulled the SS out of the field where it had been sitting for many years and bought it for \$475.



Working for a local furniture manufacturer at the time, he restored the SS in his spare time over the next three years.





## **Speaking of Things Jaguar - April 2022 (continued)**

In 1967 he entered it in the newly formed Delaware Valley Jaguar Club Concours.



The SS was awarded "Best in Show". Turns out it also won "Best Classic Jaguar" in the DVJC Concours the following year.

When I asked him if the SS was his first Jaguar he said "no, that was a Mk VII with a manual gearbox that I bought around 1959 for \$500. It was a nice driver."



Then he told me the story of how his fondness for Jaguars was ignited. In 1952 Maury and his wife, Marianne, won a slogan writing contest and were awarded \$50. They decided to use the prize money to take a trip to New York City. In 1952 a couple with \$50 could take the train to New York, see the sights, have a couple of nice meals and return with a couple of dollars left over. While in New York, they strolled past Max Hoffman's Jaguar Showroom on Park Ave. Sitting in the showroom was a brand new Jaguar XK 120 Fixed Head

Coupe. Maury was struck by its beauty and told his wife that one day he would own one of those.

On that same trip, on 56<sup>th</sup> street, Maury saw another car that also stuck with him; a Porsche. It was the first time he had seen one live, having only seen pictures up to that point. Over the years he has had, starting with a 356, five Porsches including a 912 that he restored three times.

Forty four years after that trip to NYC Maury finally bought a Jaguar XK 120 Fixed Head Coupe. When He bought the Coupe in 1996 it was, in his words, a rust bucket. It had been a former parts car. Around the same time he also purchased a Mk VII as a parts car for the XK 120. The carburetors, dash instruments, manifolds and lights were salvaged from the Mk VII and used on the XK 120. The Mk VII engine was just sold a couple of years ago. The loving restoration of the XK 120 Fixed Head Coupe took about four years. It is finished in proper British Racing Green over light tan. It is a wonderful Jaguar with sleek lines and timeless beauty from any angle. One just wants to stand and admire it.



## **Speaking of Things Jaguar - April 2022 (continued)**



Maury says he does just that quite often. Nestled next to one of the Lucas driving lights it proudly wears a badge from the Antique Automobile Club of America indicating an Award of National First Prize.



Maury has been quite active in car shows for most of his life. One weekend in 1959 he took trophies in the Macungie show on Saturday and Hew Hope on Sunday with his MG TC. When he sold the TC in 1962, he drove it to Vermont to pass it on to the new owner. That's a long trip in an MG TC. The TC was not his first MG. In the early fifties he had an MG Y-Type as a driver. With a soft smile on his face he described it as "a miniature Bentley". During the course of that conversation I mentioned the MGs that I have owned, including the '67 MGB GT race car. He indicated the he was never much interested in racing. Competition to Maury was "standing around with arms folded answer-

ing questions about your cars". That conversation also surfaced another connection that we shared. He was instrumental in organizing the first hill climb event in Weatherly, PA. I told him I have a couple of trophies from racing my Austin Cooper S in the Weatherly Hill Climb. I added that at a hill climb you spend way more time standing around with your arms folded talking about cars than you do racing.

Over the course of his career Maury figures he restored somewhere between 40 and 45 cars; 24 for one customer. His first for that customer was a 1934 Bentley. That customer's business kept him busy for over twenty years and took him all over the US and parts of Europe. The business even gave him the opportunity to participate in a historic rally in Austria with a 1919 Rolls Royce Silver Ghost. They placed second. During the return from that trip he and his wife spent some time on a Greek Island. While there, he tuned his host's piano. Seems, among other things, Maury is also a piano tuner. He not only tunes pianos, but once had a fairly successful business building harpsichords.

After restoring cars for that customer over more than twenty years, he was introduced to one of his customer's friends who was starting a collection of American cars; mostly Buicks. That customer kept Maury busy until he retired in 1994. Many of those cars are still on display at the Bulgari Center in Allentown, PA. As you enter the Bulgari Center, there is a photo of Maurice DeAngeli on the wall acknowledging his contribution to the car collection housed there. A car that Maury restored can also be seen at another local auto museum. The Boyertown Museum of Historic Vehicles in Boyertown, PA has a 1921 Milburn Electric (powered by 14 batteries) which was restored by Maury.

After lunch we walked across the road to Maury's shop. As I entered the two bay shop, with its wooden floors and well used workbench, I could just feel the history and memories that lived there. Sitting side by side were his beloved XK 120 Coupe and his 1960 Rolls Royce. I could just imagine the parts and components that had been repaired, restored, or fabricated on the large wooden work bench. Pieces of automobile memorabilia were sprinkled here and there and it felt a bit like a time capsule. In a corner, on a shelf with a can of spray adhesive and some non-descript parts, sat a large pewter beer mug with something engraved on it. I picked it up and brought it into the light. The engraving read:

Delaware Valley Jaguar Cub 1967 Concours d'Elegance Best in Show

## **Speaking of Things Jaguar - April 2022 (continued)**



On the opposite wall, among some Jaguar and MG memorabilia was a plaque with the following inscription:

Best Classic Jaguar 1968 Concours d'Elegance Classic Jaguar Association With Delaware Valley Jaguar Club Of course the 1938 Jaguar SS Drop Head Coupe that earned those honors is long gone; sold years later for \$6500. But as Maury and I gazed upon the cup and plaque I could tell that many great memories of that car, and many others that were brought back to life in that wonderful old shop, still live there.

#### Added on March 27, 2022

Over the past four years I visited Maury somewhat regularly and we became friends. We would sit in his small kitchen overlooking the backyard, eat cheese steaks and talk about cars and life. Occasionally we would go for a ride in my XKR and once in his XK120. Those visits were magic moments in my life. The XK120 and the Rolls Royce are gone now; they live with new care takers. That wonderful old garage is empty and quiet. My friend Maury passed away a few days ago on March 26, 2022. I will miss him.



Good Bye My Friend, May You Rest in Peace.

That's All For This Month.... Enjoy Your Jaguar!

Paul T

## Welcome New Members

Mike & Peggy Engard Perkasie, PA Robert & Janet Rossiter Hockessin, DE As most of you know, many car shows have been cancelled or rescheduled in the past 2 years due to COVID. Because of this uncertainty, DVJC has declined to list car shows in our club calendar. We don't know what the future may hold in terms of the pandemic, so it's always advisable to confirm the dates for the events listed below by calling ahead or visiting the organization's website.

This list is *not* all-inclusive. I've compiled it based on my own experience attending many of these events, and those I've included are the ones I think will most interest DVJC club members. The list *does not* include the run-of-the-mill shows that feature mostly American makes, including muscle, custom, and stock cars.

As you'll see, I've listed several local "Cars and Coffee" events. Cars and Coffee began in 2017 and has become a global event. If you've ever been to one, you'll realize the main appeal is mostly to the younger crowd. Also, be advised that turnout for these events may be as low as 25 cars or as many as 500 cars (at SteelStacks in Bethlehem).

In addition to using this calendar of events, you may want to check the website of Roadster Factory, which has a British car show calendar at <a href="the-roadster-factory.com/Events.php">the-roadster-factory.com/Events.php</a>, recommended to me by Dave Hutchinson. (Starting in 2022, Ragtops and Roadsters is no longer publishing its own car show calendar.)

#### **APRIL**

**April 3: Cars & Coffee Lehigh Valley.** 8 am to noon. SteelStacks, Bethlehem, PA. Free admission. Foreign and exotic cars get prime parking. <a href="steelstacks.org/carsandcoffee/">steelstacks.org/carsandcoffee/</a>

April 9: PA Classic and Exotic Car Show. 9 am to noon. Upper Dublin High School, 800 Loch Alsch Ave, Ft. Washington, PA. \$25 entry fee or \$30 day-of registration. <a href="mailto:carcruisefinder.com/pennsylvania-carshows/event/kids-chance-of-pennsylvania-classic-exotic-car-show/">carcruisefinder.com/pennsylvania-classic-exotic-car-show/</a>

**April 10: Main Line Cars and Coffee.** 9 am to noon. 7 N. Bryn Mawr Ave, Bryn Mawr, PA (Held monthly from May to November). mainlinecarsandcoffee.com/

**April 30:** Cars & Coffee. Taste Budz Café. 8 – 11 am. 4820 Pennell Rd, Aston (Delaware County), PA. (610) 494-8062.

April 30: K & T Vintage Swap Meet & Open House. 9:30 am - 2 pm. Colony Drive Industrial. Bethlehem, PA. Email: <a href="mailto:ktvintage@rcn.com">ktvintage@rcn.com</a> or call (484) 281-8085.

#### MAY

**May 1:** Spring Cars & Coffee. 8 – 11 am. New Hope-Solebury High School. 180 West Bridge Street (Rt. 202), New Hope. <a href="newhopeautoshow.com/cars-and-coffee/">newhopeautoshow.com/cars-and-coffee/</a>

May 7: 25th Annual Lewes British Motorcar Show. 11 am – 3 pm. 120 Kings Hwy, Lewes, DE. (877) 465-3937. leweschamber.com/event/chamber-sponsored-events/2022-british-motorcar-show.

May 13-14: Carlisle Import & Performance National. 7 am – 6 pm. 1000 Bryn Mawr Rd, Carlisle, PA. Daily spectators (Fri-Sat) \$10. Spectator event pass \$15. <a href="mailto:carlisleevents.com/events/events-detail/index?id=import+and+performance+nationals">carlisleevents.com/events/events-detail/index?id=import+and+performance+nationals</a>

**May 14: Ragtops & Roadsters Open House.** 10 am. 203 S 4<sup>th</sup> St., Perkasie, PA. (215) 257-1202.

May 15: Cars and Coffee Lehigh Valley. 8 am to noon. SteelStacks, Bethlehem, PA. Free admission. Foreign and exotic cars get prime parking. www.steelstacks.org/carsandcoffee/

#### JUNE

June 4: DVJC Annual Concours d'Elegance. 8:30 am – 4 pm. Hope Lodge, 553 S. Bethlehem Pike, Ft. Washington, PA. <u>jcna.com/events/2022-dvjc-annual-concours-delegance</u>

**June 12: 28th Annual British Motorcar Gathering.** 10 am – 3 pm. Albert Fritschman Reservoir Park, 3400 Reservoir Rd, Hellertown, PA. (610) 802-0186.

**June 25-26: Pagoda Hill Climb Race**. 8 am - 4 pm. Reading, PA. Sponsored by Blue Mountain Region, SCCA. <a href="mailto:bmr-scca.org/pagoda/index.html">bmr-scca.org/pagoda/index.html</a>

June 25: Wings and Wheels Festival with car show. Starting 7:30 am. Lancaster Airport. 500 Airport Rd, Lititz, PA 17543. <a href="mailto:carcruisefind-er.com/pennsylvania-car-shows/event/wheels-wings-festival-5k-run/">carcruisefind-er.com/pennsylvania-car-shows/event/wheels-wings-festival-5k-run/</a>

## Car Enthusiast Events 2022

#### JULY

July 3: Rebels and Redcoats Classic Car show. 10 am – 2 pm. Washington Crossing State Park, Route 29, PA. (215) 493-4076. <a href="https://hemmings.com/events/detail?listing\_id=60254">hemmings.com/events/detail?listing\_id=60254</a>

**July 10: Road Angels Car Show.** 9 am - 3:30 pm. Dublin Volunteer Fire Co., 194 N Main St, Dublin PA

#### **AUGUST**

<u>Date TBD:</u> Newtown Antique and Classic Car Show, Newtown, PA. <u>www.newtownba.org/</u> or email <u>info@NewtownBA.org.</u>

**August 5-7: Das Awkscht Fescht.** Starting at 7:30 am. Macungie Memorial Park, Macungie, PA. Jaguar is the featured marque this year; contact Jed Rapoport at (484) 225-0520. <a href="mailto:awkscht.com/information">awkscht.com/information</a>

**August 20-21:** Duryea Hill Climb. Reading, PA. (880) 770-2055

**August 28: A Taste of Britain Car Show.** Cars 10 am- 5 pm. Polo match: 2:30 pm. 70 Church St, Rothsville, PA. (717) 285-7379.

#### **SEPTEMBER**

**September 3: Duryea Days Antique and Classic Car Show.** 8 am – 3 pm. Boyertown Community Park, S. Madison St, Boyertown, PA. (610) 367-2090.

September 8-11: Watkins Glen Vintage Grand Prix. Watkins Glen, NY. (605) 535-3003. <a href="mailto:theglen.com/events/2022-hilliard-u-s-vintage-grand-prix/">theglen.com/events/2022-hilliard-u-s-vintage-grand-prix/</a>

September 17: Coatesville International Grand Prix and Downtown Classic Car Race. 1 City Hall Place, Coatesville, PA. (484) 787-6408. coatesville-grandprix.com/

**September 24: DVC British Car Show** (formerly Pennypacker Mills British Car Show). Skippack Village, PA (Rt 73 just east of Rt 113). Field opens 10 am. General admission 11 am. <a href="https://www.dvcmg.com/events/dvc-car-show/">www.dvcmg.com/events/dvc-car-show/</a>

September 28- October 2: Fall Carlisle Automotive Flea Market and Car Corral. Starting at 7 am. special.hemmings.com/events/detail?listing id=59782

#### **OCTOBER**

October 4-7: Hershey Antique Automobile Show and Flea Market Easter Fall Meet. Starting this year, car show is on Friday (10/7), not Saturday as in the past. <a href="mailto:exhpo.com/int/eastern-fall-meet/">exhpo.com/int/eastern-fall-meet/</a>

October 8: Brits at the Village Car Show. Peddlers Village, Rt 202, Lahaska, PA. (484) 686-3305.

October 15: Flemington Speedway Car Show at the Fairgrounds. 1207 Rt. 179, Lambertville, NJ. flemingtonspeedwayhistoricalsociety.com/about-us.html or info@flemingtonspeedwayhistoricalsociety.com

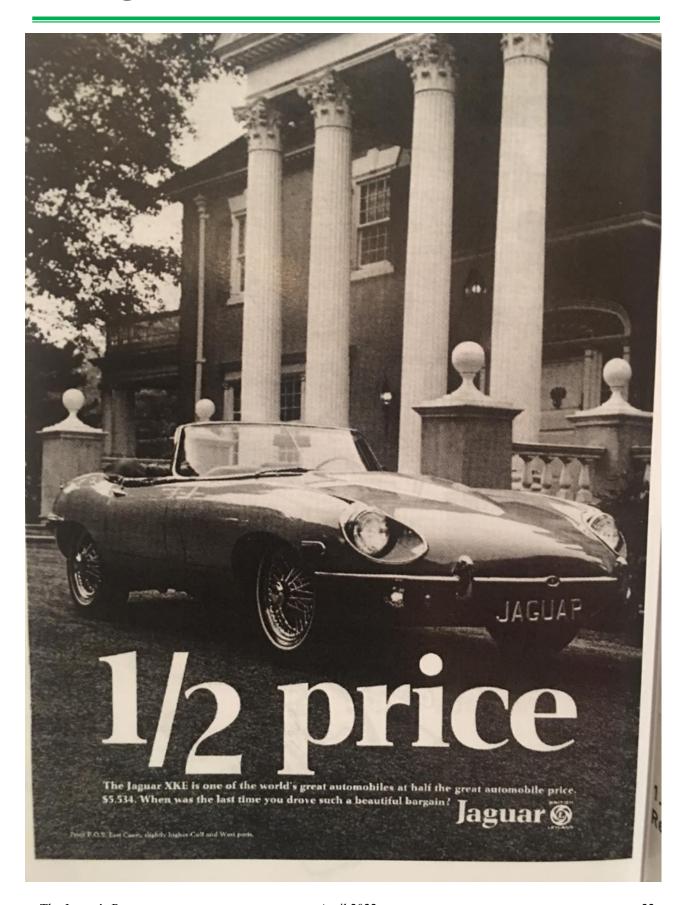
October 16: Congregation Beth Or Car Show. 239 E Welsh Rd., Maple Glen, PA. (215) 646-5806

October 16: Skippack International Car Show. Rt 73, Skippack. (610)-584-6004

October 16: Cars and Coffee Lehigh Valley. Season Finale. 8 am to noon. SteelStacks, Bethlehem, PA. Free admission. Foreign and exotic cars get prime parking. steelstacks.org/carsandcoffee/

# Member Anniversaries

Member Name		Co-N	lember Name	Join_Date	Years
Robert	DeLucia	Joyce	DeLucia	06-Apr-08	14
Michael	Detzky	Andorae	Detzky	19-Apr-10	12
Richard D	Samar	Sally	Harris	07-Apr-10	12
Terry	Robinson	Angie	Robinson	03-Apr-13	10
Anthony	Glascock	Judith	Glascock	22-Apr-18	4
Terence	Connor			09-Apr-18	4
Ed	Ellers	Liz	Ellers	07-Apr-21	1
John	Baxter	Lydia	Ferrell	04-Apr-21	1
Robert	Craven	Linda	Craven	05-Apr-21	1



## **Recognizing 1961 E-Type Changes**

By: "E" Alan Karpovitch

For the March 2022 edition of The Jaguar's Purr I wrote an article about recognizing 1967 E-Type changes that happened in that specific year. I am challenging myself to see if I can write a series of sequential articles using the same format. Each article will highlight approximately seven easily recognizable changes, with one article for each year (1961-1974). Since I own none of these cars, (except my 1967), I am relying heavily on my book collection, Internet sources listed in my reference section, and some knowledgeable DVJC members. I will try to see if I can find some changes in each model year that an enthusiast can find walking up to an original car and could point out. Note there are many more internal and underneath changes that you cannot view. Some are actually much more relevant to enhanced driving pleasure and reliability. I will apologize upfront to the Series 3 1974 owners in that it will take me more than a year to get to your car! However, as you read through the changes every year you can feel gratified these changes were previously done in your car and enhanced it. Let's get started. Wish me luck!!!

This article will focus on seven of the easily recognizable changes to the E-Type (or as the Americans liked to say, XK-E) to the 1961 model year. This was the first year, and many say the most desirable. Certainly auction prices reflect that today. As many know, the E-Type coupe debuted to the world at the 1961 31st Geneva Motor Show on Thursday, 16 March, 1961, and was a phenomenal success. It was a stunningly aerodynamic road car whose engine had a racing heritage, and was advertised to reach 150 MPH, all for under \$6000. Three E-Types were at the Geneva show:

885005, the opalescent gunmetal gray LHD (Left Hand Drive) FHC(Fixed Head Coupe) was the static show stand demonstrator, and was actually the first car revealed to the press on Wednesday, 15 March 1961. It wore rear license plate "E TYPE." The car is currently owned by a private Swiss collector.

885002, the opalescent gunmetal gray LHD FHC, which was driven to Geneva by public relations manager Bob Berry for

press demonstration day (March 15) and test driving all week. She sported license plate 9600 HP. The car is now owned by Philip Porter.

850003, the British Racing Green RHD (Right Hand Drive) OTS (Open Two-Seater), which was hurriedly driven overnight by Norman Dewis to add a second car for demonstration test driving. This car displayed license plate 77RW. The car is currently owned by the Jaguar Daimler Heritage Trust. The two demonstration cars covered over 3400 miles in that week, thrilling every would-be buyer.

The US became the biggest market for the E-Type/XK-E, with many race drivers, royalty, movie stars and celebrities worldwide demanding ownership.

Quick overall summary of the Series 1(3.8 liter):

Made 1961-1964- 6 cylinder XK engine with 3 SU carburetors and a 4 speed manual Moss gearbox.

A new design independent rear suspension, with inboard rear disk brakes on a monocoque chassis.

265 BHP(gross) @ 5500 RPM with 260 ft-lbs torque @ 4000 RPM.

Length= 14' 7.3125"; width= 5' 5.25"; Ground clearance 5.5"; Fuel capacity=16.75 gal.

Weight= 2420 lbs(OTS)//2480 lbs(FHC); List price= \$5670.00 (OTS)//\$5940.00 (FHC).

In 1961, there were two body styles: Open Two Seater (OTS) Fixed Head Coupe (FHC)

Although most reference books define OTS as Open Two-Seater, some define it as Open Touring Sport. Both body styles were available in LHD or RHD, and all Series 1(3.8) 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). There was a distinctive beginning chassis

## Recognizing 1961 E-Type Changes (cont'd.)

number for OTS and FHC, and LHD and RHD doubled the quantity of beginning chassis # to four. All these cars were built at Browns Lane, Coventry, on the same assembly line, with the same components. (Just installed differently).

#### **MODEL YEAR 1961 changes:**

1) Starting 22 June 1961 (after completing 179 cars), water deflectors were added to the front stub axles. Starting:

LHD chassis- 875133(OTS)//885001(FHC); RHD chassis- 850048(OTS)//860001(FHC).

2) The next change started 26 July 1961 (after completing 386 OTS), as the top chrome finisher on the doors were changed, on the OTS only. Starting:

LHD chassis-875300; RHD chassis-850088.

3) On 15 August 1961 (after completing 437 cars), the self-adjusting hand brake was introduced. You might ask, how can one tell? If you inspect the tool kit, the Allen wrench for adjusting the handbrake was deleted. Starting:

LHD chassis- 875332(OTS)//885015(FHC); RHD chassis- 850090(OTS)//860004(FHC).

Starting 22 August 1961 (after completing 500 cars), 3 changes were implemented:

- 4) The external bonnet locks operated by a removable T lock key were replaced by internal bonnet locks;
- 5) The engine breather vent was routed to the air filter, making it a closed system;
- 6) The voltage regulator (Aluminum cover) was changed to a black plastic cover, along with several other electrical changes. All starting:

LHD chassis- 875386(OTS)//885021(FHC);

RHD chassis- 850092(OTS)//860005(FHC).

7) Starting 11 September 1961 (after completing 675 cars), the single drain tube from the boot lid channel was changed to two tubes, one on each side. They can be viewed in the boot channel, or from below. Starting:

LHD chassis-875521(OTS)//885033(FHC); RHD chassis- 850118(OTS)//860007(FHC). REF 1- One of my favorite reference books is "Factory-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 has the Judge's Guide for Series 1 posted. It references some changes and their respective chassis numbers.

REF 3 - My go to reference is XKEDATA.com. Approximately 30% of E-Type owners have their cars registered, but over 90% of the early1961 E-Types have some comments and pictures listed. Researcher beware, 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 two 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". Interesting, Philip Porter has owned three famous 1961 E -Types:

885002, the opalescent gunmetal gray LHD FHC that was driven to Geneva by Bob Berry for display and test driving at the Motor show international launching in March 1961.

860001, the opalescent dark blue RHD FHC with license plate 1 VHP, considered to be the very first E-Type; and

850012, the red RHD OTS featured in the 1969 film "The Italian Job". There were 2 E-Types in the movie: a blue FHC and a red OTS. Both were damaged in the filming, but both were repaired and exist today. Philip Porter's red OTS still sports license plate 848 CRY. (Watch the Movie!!! But the featured cars are 3 Mini's)

Happy motoring!!!

## Recognizing 1961 E-Type Changes (cont'd.)

For the purposes of the production numbers in the tables below, a model year was produced until December, and the next model year started 1 January. It should be noted a car assembled in the fall and then delivered in the next year might/might not be registered as a newer model year,

depending on the country and dealer. (Nobody wants to buy last year's model, at full price). These two tables will be recurring in the next three articles on the follow-on Series 1(3.8) model years.

TABLE 1: SERIES 1(3.8) LITER E-TYPE PRODUCTION, by total chassis numbers

YEAR	TOTAL	OTS LHD	OTS RHD	FHC LHD	FHC RHD
1961	2333	1470	327	398	138
1962	6259	2392	318	2636	913
1963	4204	1945	155	1716	388
1964 (thru Aug)	2697	1079	136(+7)	1122	360
TOTAL	15493	6886	936(+7)	5872	1799

#### **KEY**

(+ numbers)--indicated additional chassis numbers allocated, but not built

#### **TABLE 2: CHASSIS NUMBERS ALLOCATED**

YEAR	CHASSIS #	OTS LHD	OTS RHD	FHC LHD	FHC RHD
1961	1 <sup>st</sup> Chassis	875001	850001	885001	860001
1901	Last Chassis	876470	850327	885398	860138
1962	1 <sup>st</sup> Chassis	876471	850328	885399	860139
	Last Chassis	878862	850645	888034	861051
1963	1 <sup>st</sup> Chassis	878863	850646	888035	861052
	Last Chassis	880807	850800	889750	861439
1964	1 <sup>st</sup> Chassis	880808	850801	889751	861440
(August 1964)	Last Chassis	881886	850943	890872	861799

## **Recognizing 1961 E-Type Changes Photos 1**



Axle without water defelector



Axle with water defelector.

is numbers 850856/7 and 881249/50, about April chrome finishers on the top of the doors were This point of change seems to the authors to be production to represent the cessation of the dip along the bottom of the finisher. If it is not this, exact nature of the chrome finisher reported at sais numbers is unclear. ssis numbers is unclear.



Door chrome finisher with depression bottom edge.



ong the bottom edge of this door top trim of the early cars.



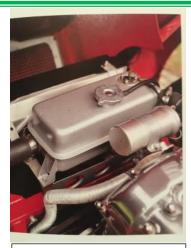
Door chrome finisher smooth.



Tool kit with allen wrench.



## Recognizing 1961 E-Type Changes Photos 2



Engine breather corrugated tubing.



Engine breather to air box.



Silver voltage regulator RB310

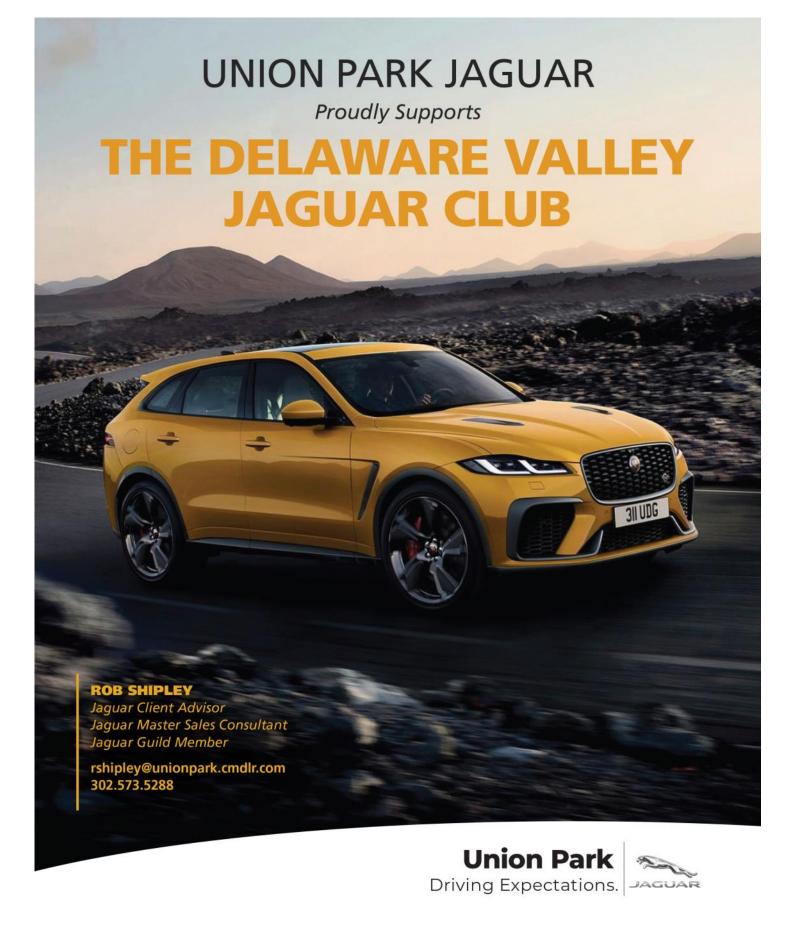


Black voltage regulator RB340



Boot drain tubes (1 then 3 then 2.)





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## JCNA 2022 Annual General Meeting (AGM)

By: Jay Greene from Milwaukee, Wisconsin

I arrived in Milwaukee on Thursday afternoon, March 24th to find wet and cold weather just like we had left behind a month ago in Philadelphia. When spring is in the air, it can be a jolt to the system to be set back a month. Was it going to be dark an hour earlier too? Upon arrival, I was informed that the Sonesta hotel restaurant and bar were closed due to COVID. I asked myself, how was I going to meet anyone? Maybe I would find someone on their way to dinner in a few hours.

As the elevator door opened, I noticed a rather distinguished looking group of people gathered in the lobby. I began to recognize a few faces and realized that the JCNA Executive board were gathering for dinner. It might have been presumptuous of me, but I felt inclined to take the shuttle bus with them to dinner. I sat with Peter Crespin, Editor of the Jaguar Journal. I would love to tell you what we talked about, but I could barely hear his soft voice and British accent above the din of all the people chatting on the bus. What was clear was that this group was excited to be together again.

As a delegate, I was not able to have dinner with the Board. A few other non Board members were at the restaurant though. Dennis and Jeff from the Arizona Jaguar Club graciously invited me to sit with them. Upon inquiry, Dennis started off telling me about his XK120 Custom that combines the best of the C-Type, D-Type and E-Type. He recently sold his father's original, unrestored XK-120 that had less than 8,000 miles since new. It still had the original bias ply tires and even had one of the original tire tubes. It was a 3 time national champion car and sold for an impressive amount of money. He has an XK8, an XK and several other interesting cars, even a Ferrari 360 convertible. Previously he simultaneously owned an E-Type series 1, 2, and 3. They were all national champion show winners in their classes. These cars were featured in an 8 page spread in British Car Magazine comparing the similarities and differences of the series. In 1963, he had a

brand new E-Type. That is a long history with the marque!

Jeff is president of their Arizona club, but has a more modest collection. I learned that you only need 2 cars to have a collection. I qualify by that definition, as do most of the people I meet here. I was putting out feelers to replace my XJ8 Van den Plas (VDP) that will be declared a total loss after a minor parking lot incident that was not my fault. Neither of them had an extra XJ that I could buy and drive home.

Breakfast at a nearby cafe starts at 7 am and was a short, brisk walk from the hotel. The air was crisp and the sun made a brief but blinding appearance above the horizon. In short order I met Dave and George from Ohio at the restaurant, which was a converted power station. George has an XK race car and a one-off XK concept car prepared for the Indianapolis car show. He also has an E-Type and an F-Pace as his daily driver. Dave has a smaller collection, an XF as his DD and an XK convertible. No luck yet finding a replacement for my unfortunate XJ8 VDP.

On the bus to the day's event, the rain and sleet had recommenced. I spotted an XJ saloon in the parking lot and asked around me if anyone knew the owners. As luck would have it, they were seated right in front of me. Jim and Gwynne were the owners of the 2014 XJ-L 5.0 supercharged. It appeared to be black, but it was actually a very dark plum color. This was their second Jaguar club event. They drove 1.5 hours from Chicago to join us. Gwynne has a newer XF, so they have a collection too! They obviously were very proud of their XJ and were not ready to part with it.

Mike Korneli had brought his E-Type Group 44 race car to South Carolina for the last AGM. This time, we met at his garage to see it and the rest of his impressive collection. In the front part are 7 Jaguars, ranging from show winning to barn find examples. In the back is an unusual Excalibur race car in 50 year old neglected pati-

## JCNA 2022 AGM (continued)

na. Next to it is an early SS series 1 coupe from Buenos Aires, Argentina. The black paint and leather work is jaw dropping perfect. It will be amazing when the instruments, trim, engine and fenders are put back in place.

We enjoyed a delicious lunch prepared by his wife Deb. Afterward, Mike spoke about some of the cars in the collection. Also from Buenos Aires, one of the finished cars in the front was an early aluminum bodied XK120. It had been raced in numerous races throughout Argentina since it was new. Mike had the pictures to prove it, including a photo of the original owner signing the title!

We also heard from his friend Brian Sheridan, who was the Engine Program Manager of the USA TWR Race Team. He told us the amusing story of how he came to work for them. It seems that luck and happenstance played a large role, but actually his skill and ingenuity were the major factors. He said that the Castrol and Dunlop sponsorship gave them the Jaguar race car an edge on race day. Special oil blends and sticky tires that were developed for racing correlated with sales, making an ongoing and mutually beneficial relationship.

The rain continued lightly with some snow flurries as we returned by bus to the hotel. The time passed quickly in conversation with my seat mate. He and his wife drove their recently purchased F-Type coupe to take advantage of the AGM as a local event. As a Wisconsinite, he had the obligatory additional vehicles: snowmobile, fishing boat, open Jeep and motorcycle. Maybe its not so bad here after all. Snowmobiles were available for sale all around us. Still no XJ though.

Even though the restaurant was closed, food and drink were catered for our evening event. We had drinks at the bar, a very nice buffet and live music. I enjoyed talking about cars and other subjects that evening with fellow enthusiasts. Our Bremont watch company sponsor brought interesting and exotic E-Type, D-Type, MK-1,

2 and 3 inspired watches. The E-Type watch is the last of a limited edition that included a pair of chronometers and a driving event in England for the price of an excellent used XJR. I knew which one I was looking for.

I found the AGM to be productive and inclusive. The JCNA board works hard to provide support and continuity to all North American clubs. More details will be presented later in the Purr and at future DVJC meetings.

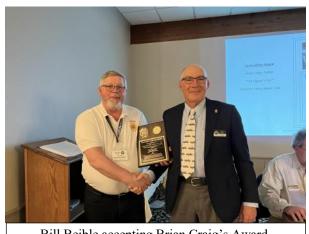
After the board meeting, we went by bus to tour the Wisconsin Auto Museum and then to dinner nearby. Among a large variety of cars, the museum has the largest collection of Kissel cars, which were manufactured locally from 1906 to 1931. My favorite was a 1928 Packard Super 8. Oh my, the chrome was amazing.

Our club did very well at the awards ceremony. Highest honors went to our very own Brian Craig as the best newsletter editor. Bill Beible and I won slalom awards. I will need to shave 15 seconds from my 51 second time to come close to Dean Cusano's record holding XJS Modified. Bill brought back all the award trophies, so I expect that he has the complete list of winners elsewhere in this publication. We went up seven times to have our pictures taken accepting all the awards!

After dinner, I hitched a ride back to the hotel in a 1996 Bentley Brooklands. The black leather was luxurious and the ride more supple and sporty than I expected. The owner repaired these cars for a living and spoke of an owner of a Bentley Turbo R who was getting very frustrated with an engine performance issue. Had I found my next DD? After all, a Bentley is the next step above the XJ8 VDP. But alas, it was not to be.

It had finally stopped raining, but it was cold and gray on the way to the airport. Wait, snow flurries again. Greater Philadelphia is beginning to look pretty good by now!

## JCNA 2022 AGM Photos by Jay Greene



Bill Beible accepting Brian Craig's Award.



Mike discussing his XK-120.



Mike Korneli and his SS.



My new friend Dennis is a crooner.



## 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.
- <u>Comfort Inn & Suites Chestertown</u> 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.



# 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:

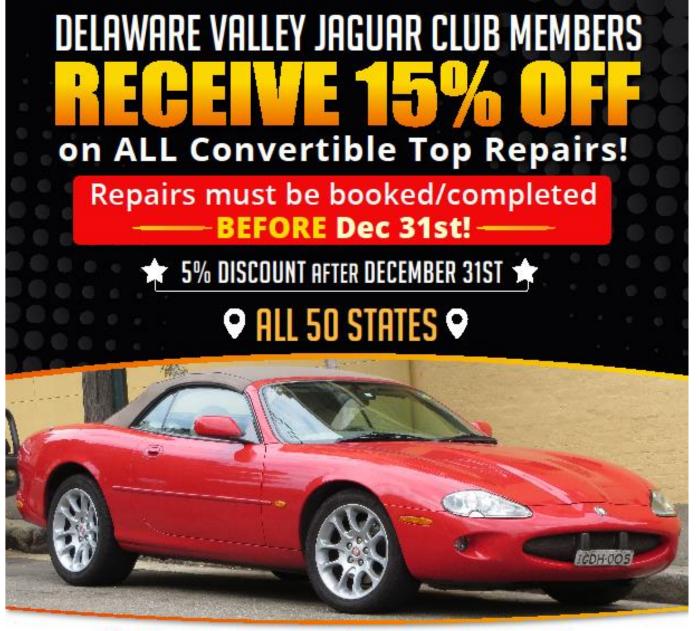
- The Lark Ascending Ralph Vaughan Williams.
- Selections from The Planets Gustav Holst.
- Star Wars Suite John Williams.

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.

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

## **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.

- 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 Huntingdon Valley.
- April 30<sup>th</sup>. Training/Testing at Alan Brown's in Solebury, PA.
- May 7<sup>th</sup>. Workshop at Leo Kob's in Valley Forge 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 chiefjudge@delvaljaguarclub.com

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 maybe a run up Giant's Despair in your classic MKII, or perhaps pounding the streets of Pittsburgh for a weekend in your XK...

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# 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 27th Amelia Island Concours**

By: Bob "Where's Bob?" De Lucia

The classic automotive weekend started well for Delaware Valley Triumph members Lou DiFabio (and Jaguar XK8 owner), Steve Klein, and Bill Murphy, as we made the 14 ½ hour drive down. We broke it up into two days, stopping at Arlington National Cemetery, to catch "The Changing of the Guards" at the Tomb of the Unknown Soldier. We then stopped at a very surprising "gem" of a museum, called the Keystone Truck and Tractor Museum, with over 100 antique trucks and 185 antique farm tractors, plus about 24 cars, 12 motorcycles, and all sort of collectable items. Worth a visit, and literally right next to I-95 in Colonial Heights, VA (20 minutes south of Richmond).

We of course made the obligatory stop at the iconic "South of the Border," to say "hello" to "Pedro" and use the restrooms. Hopefully nobody ate there!

The first stop Thursday was the Bonhams Amelia Island Auction to view metal "eye candy" that was being bid on. Lots and lots of Jaguars with prices all over the place.

A 1951 Mark V 3 Drophead Coupe sold for \$30,240, a 1960 XK150 3.4 FHC for \$26,880, a 1969 E-Type Series II FHC for \$43,680, a 1961 E-Type Series I, 3.8 Roadster for \$145,600, a 1966 E-Type Convertible for \$193,600, a 1967 E-Type Series I, 4.2 Roadster for \$103,500, and a 1952 XK120 FHC for \$94,080.

From there, a quick stop across the road to Fernandina Beach Municipal Airport to pick up my all-important "The Amelia Media" credentials, and we were good to go for the weekend.

We then visited the activities at the host Ritz-Carlton hotel, which was a hotbed of motoring activities, motoring celebrities, and everything else motor related. We ventured over to the RM Sothebys pre-auction preview inside and outside to see the great cars that would be auctioned off Saturday at the Ritz-Carlton. RM had some huge high-dollar sales.

Friday morning found us attending the Gooding Auction, off-site. More and more fabulous "eye candy." And multi-million-dollar cars about to be auctioned off.

A stunning 1937 Talbot-Lago T150-C-SS Teardrop Coupe by Figoni et Falaschi sold for \$13,425,000, which was a record for a French car. Their sale of the 1967 Toyota 2000GT race-prepped by Shelby, sold for \$2,535,000, which is a record for a Japanese car. We were talking to that car's owner, who among other things, used to race a Triumph GT6.

Gooding only had a few Jaguars. A 1965 E-Type Series 1 4.2 Litre FHC sold for \$246,400, and a 1955 XK140 SE Drophead Coupe sold for \$159,600.

From there, we had timed tickets to see the "Brumos Collection" which we had not been able to see for several years. Not expecting much, we were blown away by the building, quality, and number of cars, and the spectacular blown-up photos all over the museum. There were 70 cars, including a fabulous collection of older race cars. The area is full of Porches race cars from 1953 to 2017. There is even a Porsche transporter! We talked to the owner, Dan Davis, who owned the building, cars, and 100 acres behind the building. His family founded the "Winn Dixie" grocery store. (The Brumos Collection)

Friday evening after the day's events and Bromos visit, we decided to do something different and took the car ferry over the St. John's River. The four of us then gathered at a favorite seafood place overlooking the water, Sandollar Restaurant & Marina, to reminisce about yet another fabulous Amelia Island. Home (sandollarrestaurant.com)

Saturday, the "Cars and Community" event was held on the 10th and 18th Fairways of the Golf Club of Amelia Island. This year, it had the fairways all to itself. 450 invited vehicles were on the two fields. 10,000 people attended. This year Griot's Garage featured RADwood, Concours d'Lemons and Supercar Celebration displays along with a curated Cars & Caffeine. In total 22,000 people attended both events. Cars and Community, costs \$35.00 to register (it was always free in previous years), and registrants had to apply to display by September 1st. There were several Jaguars at the Cars and Coffee.

Saturday also saw the auction at RM Sotheby's in the Ritz. A 1993 Jaguar XJ 220 was estimated at \$500,000 to \$600,000. It sold for \$687,000, a record. Other Jaguars sold were, a 1961 Mark 2 3.8 sold for \$53,200, a 1954 XK120 SE Roadster for \$126,000, a 1956 XK140 3.4 Drophead Coupe for \$156,800, and a 1958 XK150 3.4 Roadster for \$302,000.

Later Saturday, after Cars and Community, the 18th Green was quickly vacated by about 2:00pm, Concours d'Elegance vehicles started driving on to the field, including all marques and models. About half the cars that were to be in the show drove on to the

# **DVJC Visits 27th Amelia Island Concours (continued)**

field that afternoon. It was great to see them driving in instead of just a static show. Cars were covered with many layers of protective covering for the evening and tucked into bed.

Saturday evening, after the day's events, the four of us again gathered at another favorite seafood place, "Down Under", literally under the A1A, South 8<sup>th</sup> Street Bridge. Great place, good pints, good seafood. DownUnder Restaurant (downunderfb.com)

On Sunday, The Concours d'Elegance was just another display of extraordinary classic cars on the golf course, a/k/a show field. Perfection personified.

Thanks to my media credentials my "posse" and I were able to get on the field before it opened to the public. We strategically placed our four lawn chairs behind a stunning row of rare red Ferraris. Easy to find the chairs (and shade) later.

This year's competition drew more than 215 cars and motorcycles into 35 classes to the 10th and 18th Fairways of the Golf Club of Amelia Island. Hundreds of spectators swarmed the field at the 9:30am opening to view the assemblage of world-class cars. There were almost too many on the several fairways.

The show started with John Oates (Hall & Oates) singing the National Anthem. John is a huge car guy (Porsche), and an Amelia Judge. That was followed by a fly-by featuring some classic airplanes.

Some Jaguars were on the show field Sunday. Among the highlights was a spectacular gray (Jaguar) SS1, one of only 624 built to celebrate the Silver Jubilee of King George, which won the "Best in Class, Sports."

There was also a 1938 Jaguar SS100 previously owned by Dave Garroway ("The Today Show") with an alligator interior he had installed. It also had another engine, and he changed the headlights as well. It is currently owned by Wayne Carini.

The Amelia always gathers a group of cars that are associated with the honoree. The Amelia gathered eight of the cars that Chip Ganassi Racing competed with throughout his career, including the Dallara which won the 2010 Indianapolis 500 and the Chevrolet Impala which won the 2010 Daytona 500.

Continuing with The Amelia's tradition of celebrating Motorsport, racecars from the 60th Anniversary of the 24 Hours of Daytona and the 70th Anniversary of Sebring were joined on the field by some of the finest examples in the Race Cars Pre-War, NAS-CAR and Gurney Eagle show groups.

Other featured classes included selections from Waterhouse Coachworks highlighting the small Custom Coach Builder from Webster, Massachusetts whose run was cut short after only five years thanks to the Great Depression.

A rare Aluminum Porsche Race Car genre highlighting the earliest competition efforts from the then young sports car manufacturer and included a 1951 Le Mans class winner. The aluminum 1949 356/2 entry was one of the first three Porsches to compete at the 24 Hours of Le Mans in 1951, the world's oldest endurance race. Class winner at Le Mans, the car set the table for the longest stretch of consecutive la Sarthe entries that continues to this day.

Other 2022 show highlights included the celebration of the original Hot Rod, with the 90th Anniversary of the 1932 Ford. A 1924 Lincoln L, with its 90 horsepower 358 Cubic Inch L-Head V8, helped commemorate the 100th Anniversary of Lincoln.

A 1934 Duesenberg J-531 won Best in Show - 2022 Concours d'Elegance. Intended to compete with the most luxurious and powerful cars in the world, production Duesenberg J's were fitted with 420-cubic inch, eight-cylinder engines with twin camshafts and equipped with factory-fitted dual Winfield carburetors. One of the last Duesenbergs produced, this LaGrande Convertible Coupe could top 115mph and was originally owned by Marjorie Merriweather Post (General Mills founder, businesswoman, socialite, philanthropist and collector of fine art - and the world's wealthiest woman). This "Duesie" was used as her Long Island summer house car until 1962.

A 2017 Cadillac DPi-V.R won Best in Show - Concours de Sport. After a 14-year absence, the Cadillac DPi-V.R was purpose-built to compete in the IMSA WeatherTech Sports Car Championship. This Wayne Taylor Racing chassis features a race-prepared, normally aspirated series-limited 600hp Cadillac 5.5-liter V-8 engine and was the overall winner of the 2018 Petit Le Mans with lead driver Jordan Taylor, Renger van der Zande and Ryan Hunter Ray. This was followed up by winning the 2019 Rolex 24 At Daytona overall with lead driver and double F1 World Champion Fernando Alonzo, Renger van der Zande, Jordon Tayler and Kamui Kobayashi.

Bill Murphy and I saw this car win the "24 Hours of Daytona" in 2019.

Yet another great time had by all!

# **DVJC Visits 27th Amelia Island Concours Photos**

By: Bob "Where's Bob?" De Lucia





































## **Another Amelia Island Concours Attendee**

By: Steve Schultheis

With great anticipation, on my 68<sup>th</sup> birthday two weeks ago, my friend and co-driver of 45 years and I entered the Amelia Island Resort in Florida to fulfill another bucket list event, now known as 'The Amelia' by Hagerty. Once there, traveling to the events involved seeing the host of sports cars that dominated the connecting roads to fulfill a dream of seeing over the top collector cars, many in motion.

Not to be left out, the "Cars and Community" event across the street included everyday odd balls from boat cars to the famed "DeLorean Back to the Future Mobile." The event was most appropriately titled Radwood and Concours d'Lemons .Car world celebrities were plentiful and a brief fashion show of clothing matched to period correct cars continued, despite a 72 Maserati stalled for 20 minutes before entering center stage. Bill Warner, the Amelia event founder, couldn't help watching from the stands and was relieved it was now someone else's turn to have a blemish on the otherwise almost flawless event .

Having been at Monterey / Pebble Beach in 2017, my level of expectation was generally met or exceeded at each and every one of the dily main events. People were there for one common cause. While contributing to charity they showed respect to cars, auto history, and racing from everyday drivers to racing legends.

The 12 - 24 Hours of Daytona / Sebring seminar with living legends (see below) was a fantastic interchange with the great ones. The host Ray Evernham took us to places we often read abouty or saw clips of-while they all lived it many times over.

Wayne Carini stood out the most as the charismatic host of Chasing Classic Cars. He spurred so many Discovery Channel episodes over the years. Yet with all that fame and glory he took

time for autographs and pictures with the likes of me. He was also busy hawking the fantastic and well-known Griot's garage care products.

As pictures say a thousand words, I collected over a hundred -favoring the Jaguars and other British cars many of us love to see. The pictures speak volumes of the car evolution from the Brass Era to lightning fast EV's for all car enthusiasts to view in one place, only yards apart.

Please visit Ameila Island at least once before it's too late. It's a wonderful winter relief in Florida.

Enjoy a panel of the greats of sports car racing including world-renown Sebring and Daytona champions. Panelists scheduled to appear include:

- Chip Ganassi: Owner of multi-time Daytona 24 Hours and Sebring 12 Hours Winning Teams
- Dan Binks: Daytona 24 Hours and Sebring 12 Hours Winning Crew Chief
- · Geoff Brabham: 2-time Sebring 12 Hours Winner
- Scott Pruett: 5-Time Daytona 24 Hours Winner
- Bobby Rahal: Daytona 24 Hours and Sebring 12 Hours Winner

A list of the "Living Legends" who spoke at the seminar.



Steve Schultheis and friend at Amelia Island.















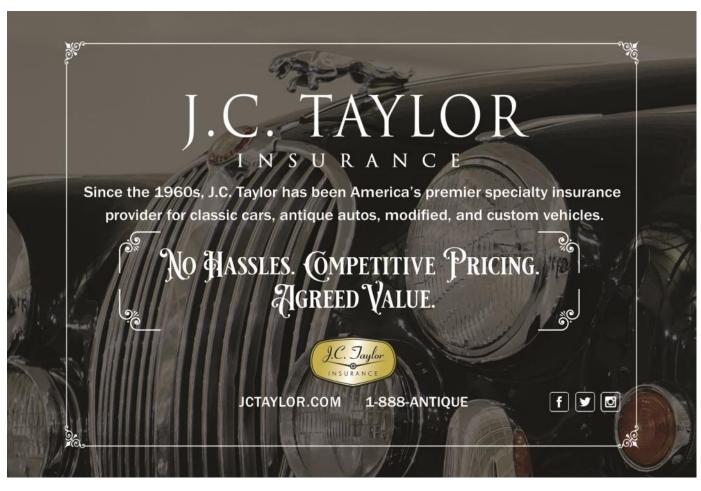


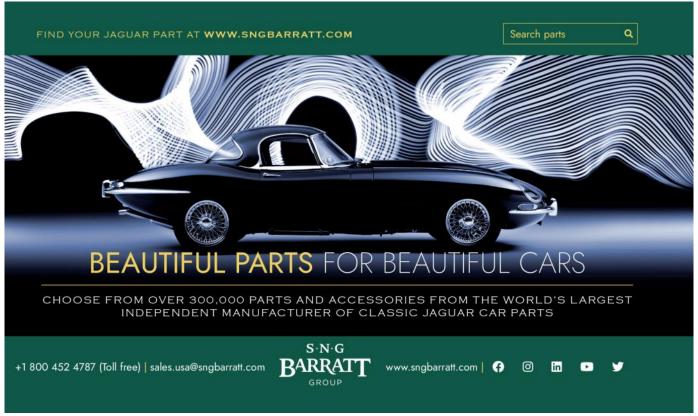












Having placed the Jaguar nameplate on its first car in 1935, Jaguar decided in 2010 that a celebration of seventy five years as a prestige automaker might be in order. What better way to celebrate their diamond anniversary than to produce some commemorative edition cars. In the UK Jaguar introduced the Jaguar XF V8 75<sup>th</sup> Anniversary Edition and the Jaguar XKR 75 Special Edition. Australia got the Jaguar XK Coupe 75<sup>th</sup> Anniversary Edition. These cars were all limited editions with numerous trim and performance upgrades.

For the North American market, as a 2010/2011 model, Jaguar provided the limited edition Jaguar XKR 175. The "175" as it came to be known was only available in the stunning "Ultimate Black" finish. Rolling on 20-inch Kasuga 10 spoke alloys with bright red calibers, there are notable aerodynamic upgrades including a redesigned front air dam, larger rear spoiler, distinctive lower side extensions, and a rear diffuser. These aero touches weren't just styling upgrades. They were put in place to hold the car firmly on the road at its recalibrated top speed of 174 MPH! Why 174 and not 175? I'm sure there must have been some technical or regulatory reason.



The already luxuriously understated XKR interior, rich with leather and wood, is further refined in the "175." As you enter the cockpit, lush with warm charcoal leather trimmed cranberry stitching and surrounded by glossy piano black veneer, you are reminded that this is a rare beauty indeed with "XKR 175 – 1 of 175" etched in the door sill tread plates.

Jaguar XKR 175's are rare treasures indeed, cov-

eted by their owners, and rarely do they come up for sale.

Back in 2012 Dennis Levitt was surfing the Internet as many of us do; browsing the many great cars out there available to satisfy our "So many cars....so little time" desires. With no particular marque in mind, Dennis stumbled upon a 2011 Jaguar XKR 175 with 6500 miles on the clock. He figured, rightly so, "when would be the next time I'd find something as extraordinary as this?" So he bought it. Thus begins the story of a rare 1 of 175 Special Edition Jaguar that is the only one like it....a One of One.

Dennis has been a car guy for most of his life. His automotive interest began in 1972 when his older brother bought a brand new Pontiac GTO and proceeded to "soup it up." Dennis followed suit by building model cars and customizing them, thus developing an artistic creativity that would eventually reveal itself in producing amateur videos. Dennis still builds models, but mostly ships and airplanes. He also still customizes cars, only now they are real ones. The artistic creativity applied to customizing his cars is guided by a very important rule: It should never be overdone and should look right.

When the Jaguar XKR 175 entered his garage, Dennis saw he would be starting with a beautifully executed automobile, rich in heritage reflected in engineering, style and performance. However there were quiet whispers suggesting subtle improvements. As cool as the Kasuga alloys looked, black wheels seemed more consistent with the overall Ultimate Black over Warm Charcoal theme. The swap was made and the journey began. The beautiful contrast of the cranberry stitching in the interior suggested an overall color theme to be extended to the exterior and even under the bonnet. As mentioned earlier, Jaguar provided a revised aero package that included a larger front air dam with a stainless steel mesh lower grill. On Dennis's "175" the mesh is black to match the body color, thus drawing focus to the grill where small tapered stainless steel strips extend from each side of the growler.

### Jaguar XKR 175—One of One (continued)



The headlights also have the body section that surrounds the actual lighting units under the glass covers painted black. Up on the bonnet there are two vents that Jaguar painted black. Dennis added some accent with a small bit of the same stainless steel mesh used in the upper grill.



Jaguar also provided vertical side vents just behind the front wheels with "Jaguar" etched in stainless steel. Dennis filled in the etched "Jaguar" lettering with the cranberry red, same as the seat stitching. That same cranberry color also found its way under the bonnet to accent the injector cover with stainless steel mesh inserts.



Moving to the rear of the car, the black taillight trim has been replaced with stainless steel. The final touches carrying the cranberry accent are the trim rings on the wheels. The customization of the exterior is rather subtle and understated with an "as built" appearance.



As you open the door, the door sill plate with "XKR 175 - 1 of 175" invites you into a cockpit that is a bit less understated than what Jaguar provided. The center sections of the seats now match the cranberry stitching with that same theme extended to the steering wheel and door panels as well. There are also thin stainless steel accent strips on the edges of the center console.



Under the steering wheel is a stainless steel dead pedal and matching brake and accelerator pedal covers. The finishing touches are custom floor mats trimmed in cranberry with a growler in the middle.

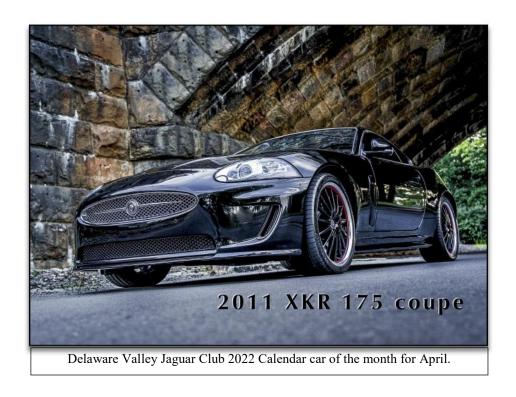
## Jaguar XKR 175—One of One (continued)



The overall customization of Dennis Levitt's XKR 175 is rather subtle and understated, consistent with his guiding rule: It should never be overdone and should look right.



While his "175" is clearly a reflection of his own artistic creativity and design, Dennis is quick to point out that all of the work, exterior and exterior, was crafted by his friend Mike Lippencott. Given the rarity of the Jaguar 175 (there are, after all, only 174 others), the selection of changes and the craftsmanship with which they have been executed could easily lead one to believe this "175" left Castle Bromwich as presented. Of course, if it had, it wouldn't be a "One of One 175" then would it.





#### **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>





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

Member Name:										
	Last				First				И.І.	
JCNA Number: Renewing or previous members										
Address:										
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☐ Child under 18	R? Name:				Date of E	Birth	/		/	
☐ Youth Enthusia	st? Name:				Date of B	irth	/		/	
Signed:					D	ate: _				

Page 1

innual Dues:	
Full Members receiving electronic copies of Purr newsletter	\$75.00

New Members joining after July 1 Youth Enthusiast \$55.00 \$35.00

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Jaguars Owned						
Year	Model	Body Type	Color	Memo		

	Eme	ergency Contact Infor	mation	
Full Name:				
	Last		First	М.І.
Address:				
	Street Address			Apartment/Unit #
	City		State	ZIP Code
Primary Phone:		Relationship:	s <del></del>	
Direct questions t	o: membership@delvalja	guarclub.com.		

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#### NORTHEAST RALLY CLUB PUMPKIN RUN 2022

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

May 20 - 22, 2022

CLASS	<u>CHAMPION</u>	<u>PRO</u>	<u>SOP</u>	ROOKIE		
	N – previous NERC ter)(ROOKIE - <u>no</u>		RO-using a Timewi	se) (SOP- regular		
*DRIVER	*****		Phone #	· ·		
ADDRESS						
Emergency o	contact and phone #					
Email addres	ss (please print)					
*NAVIGATOR			Phone #			
ADDRESS			······································			
Emergency contact and phone #						
Email address (please print)						
*VEHICLE ma	ake	model	year	color		
PROOF OF INSURANCE MUST BE ATTACHED						
* IF YOU HAVE BEEN ASSIGNED A CAR NUMBER THAT WILL BE YOUR NUMBER FOR EACH RALLY. WE DO NOT HAVE DUPLICATES OF THESE NUMBERS, SO PLEASE BRING YOURS.						
Please list yo	ur assigned number _	-				
	NOT BEEN ASSIGNED A ( TO YOUR VEHICLE.	CAR NUMBER, P	LEASE CHECK HERE	AND A NUMBER WILL		
Meals for d	Meals for driver 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, 2022	\$			
(Entry fee covers all meals for drivers and navigators)				
\$10 each additional person for Friday's dinner	\$			
\$10 each additional person for Saturday's dinner	\$			
\$10 each additional person for Sunday's brunch	\$			
TOTAL CHECK (payable to Northeast Rally Club) \$				
We plan to attend Friday's Lunch YES NO	MAYBE			
MAIL CHECK AND INSURANCE TO:				
BOB BRYAN, P. O. BOX 547, MILLSBORO, DE 19966				
Please list name of anyone that will be coming with you so that we can have r	name tags,			
NAMEHOMETOWN				
NAMEHOMETOWN				
HOTEL INFORMATION				
A LIMITED NUMBER OF ROOMS ARE RESERVED at the TRU by Hill Georgetown (302-515-2100) For group rates you must reserve by A IMPORTANT: Please indicate if you want to join us for a no-hor	April 30 <sup>th</sup> .			
Thursday night in Millsboro and how many in your group. Yes and				
in our group – <u>No</u> we will not be at the Thursday night dinn				
For rally questions, contact Bob Bryan @ rhb19966@verize	on.net			

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