# The Jaguar's Purr©

Is an official publication of THE DELAWARE VALLEY JAGUAR CLUB A chartered, non-profit corporation Founded in 1965 and incorporated in 1968. ©copyright 2022 All rights reserved. Reproduction without permission is prohibited.



## May 2022

# Preparing for the Concours d'Elegance



Trained and certified judges are an essential part of any Concours. On April 2nd Chief Judge Alan Brown held a training and certification session. The attendees took the certification test and were designated as judge or apprentice judge. Completing this course are (seated l to r) Charles Kitson, Alan Brown, Ann Perry, William Worth III, Albert Gerbig and Greg Morrison, (standing l to r) Timothy Duckett, Mike Engard, Michael Wolf, James Sjoreen, Dominick Infante and Jay Greene. Another judges training session is scheduled for April 30th and a workshop on May 7. Please see page 5 for more information. In addition to judges there are many volunteer positions needing to be filled to make the Concours successful. Please consider volunteering for this wonderful club event on June 4, 2022. See page 27 for workshop photos. Also see page 8 for Jim Sjoreen's message and the columns from Bill Beible, Tony Tinari and Paul Trout.



#### You Can Always Renew Your Membership!

You can always renew your membership in DVJC. Payment can be paid by credit card, debit card, or PayPal by using the DVJC Web site at https://delvaljaguarclub.com/. Members are encouraged to use the Web site for membership renewal. DVJC members using the Web site for the first time should click on the BECOME A MEM-BER 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 Sub-scription." Detailed instructions will then be displayed. Members who opt for paying by check can submit payment directly to Jim Sjoreen or use the membership form by clicking here or referring to pages 41 & 42 to update information.

#### **Newsletter Contents** 1 0

Preparing for the Concours d EleganceCover
Membership Renewal2
Advertising Rates
List of Officers
Upcoming DVJC Events4
DVJC Judge Training
Your Monthly Bill
Welcome New Members7
Divide & Concours—Love Concours All8
DVJC Concours Flyer9-10
Membership Musings 11
Member Anniversaries12
Spring Fling
Speaking of Things Jaguar15
Nostalgic Ad 18
Recognizing 1962 E-Type Changes 19
Classifieds25
DVJC Judging Workshop27
DVJC 2022 Golf Open
Jaguars on the Chesapeake29
DVJC Online Store
DVJC Merchandise For Sale
Judges Training 2022
The DVJC Library Is Now Open35
Why Stop at One?
DVJC Wants You!
DVJC Membership Forms41-42
Coventry Foundation
Pumpkin Run Entry Forms
Car Enthusiast Events 202246

1211



610-845-8217 Fax: 610-845-3518

617 Walnut Street P.O. Box 185 Bally, PA 19503

email: triumphs@triumphrescue.com



\* Austin-Healey

\* Land Rover

Triumph

\* MG's

Jaguar



email: sales@britishwiring.com P.O. Box 185 • 617 Walnut St., Bally, PA 19503

**INTAGE** SPORTS CARS LLC Ken Beck, Owner • Allentown, Pa. Jaguars



484-281-8085 www.ktvintagecars.com

# Thank you to our advertisers.

Triumph Rescue	2
British Wiring	2
K&T Vintage Sports Cars	2
Lindley Motors	14
Ragtops and Roadsters	14
Moss Motors	14
Union Park Jaguar	26
Jaguar Top Repair	32
Cloverleaf Auto Service	34
Jaguar Main Line	34
SNG Barratt	36
JC Taylor	36
Muncie Imports & Classics	39
Jaguar Willow Grove	40
Coventry Foundation	43
Welsh Enterprises	47
Jaguar of West Chester	48

#### ADVERTISING RATES

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

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

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

Business Card \$55 / year

#### **CLASSIFIED RATES**

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

Non-members \$15.00 per insert

#### MEMBERSHIP RATES

Single/Family \$75.00 per year/ emailed Newsletter

Youth Enthusiast \$35.00 per year

#### **DVJC OFFICERS INFORMATION**

President	Bill Beible	610-223-1051	President@delvaljaguarclub.com
Vice President	Paul Trout	610-286-5701	VicePresident@delvaljaguarclub.co
Treasurer	James Sjoreen	610 989-3860	Treasurer@delvaljaguarclub.com
Secretary	Gregory Morrison	302-234-2712	Secretary@delvaljaguarclub.com
Directors	Tom Shaner	215-628-0734	Directors@delvaljaguarclub.com
	Mike Wolf	610-964-1104	Directors@delvaljaguarclub.com
	Rich Rosen	609-923-7655	Directors@delvaljaguarclub.com
	Brian Craig	215-483-5861	Directors@delvaljaguarclub.com
Director of Membership	Tony Tinari	215-850-1500	Membership@delvaljaguarclub.co
Web Master	Brian Craig	215-483-5861	bhc166@aol.com
Speaking of Things Jaguar	Paul Trout	610-286-5701	pgtgt@aol.com
Editor	Brian Craig	215-483-5861	bhc166@aol.com
Advertising	Paul Trout	610-286-5701	pgtgt@aol.com
Awards	Noe LaFramboise	609-771-1230	jagnoe@att.net
Concours Chair	James Sjoreen	610 989-3860	Concours@delvaljaguarclub.com
Chief Judge	Alan Brown	609-658-9467	ChiefJudge@delvaljaguarclub.com
Photographer	Brian Craig	215-483-5861	bhc166@aol.com
Club Merchandise	Noe LaFramboise	609-771-1230	jagnoe@att.net

# **Upcoming DVJC Events**

May 13, 2022 9:00 a.m. (Registration closes May 7)	2022 DVJC Golf Open (see page 28) 5 Ponds Golf Club, 1225 Street Road, Warminster, PA Contact: <u>Click Here</u> for more information.
May 21, 2022 11:30 a.m.	<b>Spring Fling (see p. 13)</b> <b>Ringing Hill Fire Company, Pottstown, PA</b> <i>Contact: <u>Click Here</u> for more information.</i>
May 20—22, 2022	<b>Pumpkin Run Rally (see pp. 44-45)</b> <b>Millsboro Volunteer Fire Co., Millsboro, DE</b> <i>Contact: Brian Craig, 215-483-5861 or www.northeastrallyclub.com</i>
June 4, 2022 8:30 a.m.	<b>DVJC Concours d'Elegance (see pp. 9 &amp; 10)</b> <b>Historic Hope Lodge</b> <b>553 S. Bethlehem Pike, Fort Washington, PA</b> <i>Contact: <u>Click here</u> for more information.</i>
June 26, 2022 2:30 p.m.	Star Wars Scenic Tour, Dinner and Symphony Unionville High School 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. 29) Contact: <u>Click here</u> for more information.
January 22, 2023 11:30 a.m. <i>Save the Date</i>	<b>DVJC Annual Holiday and Awards Celebration William Penn Inn 1017 DeKalb Pike, Ambler, PA 19002</b> <i>Contact: <u>Click Here</u> for more information and to register.</i>

# April 30, 2022,<br/>9:00 a.m.Judges Training and Testing<br/>Solebury, PAMay 7, 2022,<br/>9:00 a.m.Judges Training Workshop<br/>Wayne, PAMay 7, 2022,<br/>9:00 a.m.May 7

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 <u>ChiefJudge@delvaljaguarclub.com</u>

## See Page 33 for more information.



# Your Monthly Bill May 2022

Did you or your kids have this?



Hot Wheels still lives as an online video game – one of many in a universe of choices. Jaguar offers three all-electric sports cars for sale to race in the Gran Turismo Sport game offered on Play Station 4 & 5. The cars, developed by Jaguar Vision, include a roadster, coupe, and SV endurance racer. These "machines," all with bespoke livery according to Jaguar's press release, race against cars ranging from Abarth to Zagato and include current and vintage editions of Porsche and Mercedes AMG, Chevy, Ford, Plymouth, Honda, Hyundai, and many other brands among the 425 choices. Jaguar's offering includes D, E and F-Types, an XJ13 and an XJR.

#### Now, moving to the real world....

Jaguar recently introduced the latest additions to its Ingenium family of engines: gasoline and diesel versions of the workhorse 3-liter in-line six-cylinder power plants. Both combine a twin-scroll turbocharger, an electrically driven supercharger, and a starter/generator system (for recuperative energy recovery during braking and deceleration) in a single package to deliver energy efficient performance across the full range of driving demands. The gasoline units produce 395 HP and 406 Lb.-Ft. of torque and a 0 - 60 time of 5.1 seconds. It is certainly clear that technology continues to advance at a rapid pace!

## Spring is springing!



While early spring flowers are one sure sign that better weather is coming in fits and starts, many of us also mark the advent of driving season by retrieving our cars from their long winter's naps. I took advantage of a blue-sky Good Friday to awaken my E-Type and bring it home from its nest at the Classic Auto Mall. Needless to say, I took the long way home to stretch out the good feelings of an open-air drive. You still have plenty of time to get your car in tip-top shape for its trip to the second annual DVJC Spring Fling on Saturday May 21. We are celebrating the 100<sup>th</sup> anniversary of the founding of Jaguar and hope to see an overwhelming number of members bring their cars ranging from the 1930's through current and late-model Jags. This year, free from Covid considerations, a full buffet lunch will be provided and accompany a large silent auction, basket raffle and presentation of the Kurt Rappold President's Award. Let's fill the pavilion!! It easily accommodates 150 people. Register now!

Our second annual **DVJC Golf Outing** takes place on Friday May 13, one short week before the Spring Fling. There will likely be a few entertaining tidbits to share about our experience together on the links. The outing is open to members and guests – both men and women – of all skill levels. The format will be "best ball" so every player can contribute and, just as importantly, each player's individual

# Your Monthly Bill May 2022 (continued)

"contribution" is masked within his or her team's score. Just bring your clubs - leave your inhibitions at home – and join us for a fun and relaxing day. Registration deadline is Saturday May 7.

#### DVJC Concours and Cars and Motorcycles of England

Preparation for this signature event is well underway through the cooperative efforts of volunteers from Delaware Valley Triumphs, Friends of Hope Lodge and DVJC. Continuing with the celebration of the 100<sup>th</sup> Anniversary of Jaguar, I encourage each and every member to enter a car in this year's event. If you are new to the Concours and concerned about your car being judged, enter it as "Display Only." It will stand proudly on the show field with all the other entries. But there is "nothing to fear but fear itself" if you enter your car in the Driven or Champion class. In addition to possibly taking home a trophy plate, you'll learn where your car needs a little tender loving care to come closer to the condition in which it left the factory.

Staying with the anniversary theme, it would be nice to "bookend" the show with early and late model cars. If you own an E- or F-Pace, XE, X, XJ or F-Type, be sure to enter your car so we have a large modern contingent to complement the early models including SS cars, saloons, DHC and OTS editions.

Many volunteers are still needed for Friday and Saturday. None of the jobs is difficult but all are essential to producing a successful show. Most of the tasks require only one to two hours and experienced members will provide guidance and direction to new volunteers. Please help.

The quarterly **Board of Directors** meeting took place on April 12. In addition to officers and directors, Jay Greene, Noe LaFramboise, and Mark Kogan contributed to the discussion of our financial condition (good), membership (good), further development of our calendar of events and other topics. Board meetings are open to all members. At the recent **JCNA Annual General Meeting** in Wisconsin, I was reelected as Northeast Regional Director for an additional two-year term and vice president of JCNA for one more year.

During discussion with one of the regional directors from the northwest region, he mentioned two people with connections to DVJC. Chuck Olson, Charlie's older son, joined the Seattle Jaguar Club when he inherited his dad's 1996 Kingfisher Blue XJS convertible. Seth Shenker was a member of DVJC for two or three years before "following a girl," now his wife, to Portland, Oregon. While in our club, he competed in our Slalom with his green 2005 XJ8 and took the lead setting up our club's Facebook page. As vice president and secretary of the Jaguar Owners Club of Oregon, he is working hard to engage more people in club events and increase their membership.

'Hope to see each of you at our coming events. The more the merrier!!!

Bíll

# **Welcome New Members**

Mark Reimbold Freehold, NJ Jim & Nadine Folk Bangor, PA

Andrew Spence and Rebecka Rosenquist Narberth, PA

# **Divide & Concours**—Love Concours All—The Concours -ing Hordes By: Jim Sjoreen

#### Now that I hopefully have your attention.....

For the last several years around this time, I've had the less than comfortable task of soliciting you, our members, to volunteer for the numerous roles that are necessary for hosting the club's annual Concours d'Elegance. In addition, as one of the cosponsors of the Cars & Motorcycles of England ("CMoE") event along with the Delaware Valley Triumph Club ("DVT"), we have additional obligations associated with running the event. Our hosts, the Friends of Hope Lodge, have worked tirelessly to accommodate us and to prepare the property for a British invasion of over 225 cars, more so after a tornado severely damaged a large percentage of the trees (and thankfully, none of the buildings). The event has continued to grow in popularity, with over 1,000 spectators passing through the gate last year. It was also another year where our membership stepped up to the tasks at hand and made the show a success.

# What is the Concours, CMoE and Ales & Petals?

The first is easy because Paul Trout delves into this very topic in this edition of the Purr. CMoE? Nothing less than a celebration of all British cars and motorcycles. CMoE attracts all of the popular marques and some of the more obscure as well. Members of DVT undertake the daunting task of judging all of the cars and awarding the top three in each class. The Friends of Hope Lodge pull it all together by showcasing the historic home with food, drink and live music.

#### How can you help?

To help you decide what if any assistance you can provide, a spreadsheet itemizing all of the roles along with a cover memo and a list of last year's volunteers will be emailed to everyone following the release of this month's Purr. I would ask that you read through the documents and give thoughtful consideration to filling one of the spots. I know that of the 40+ volunteers that helped last year, not all will be available to sign up this year. I do hope that many will reprise their roles and that has been evident with those members who have been participating in the judges' training. As Bill Beible noted in his column and Paul Trout in his article, the concours is an important part of a healthy club and small donations of time go a long way to easing the burden on fellow So please, review the documembers. ments and call or email with any questions or to sign up. Those unfamiliar with the event should not hesitate to contact me or any of the Executive Committee members for additional information. Contact information is on page 3 of the Purr.

Thank you for supporting your club.



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 judged 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 rules.
- Concours to be held in conjunction with CMoE, an all-British marque judged motorcar and motorcycle concours, and the Hope Lodge Ales & Petals event featuring food, beverages, and live music in the Hope Lodge Gardens. See www.dvtr.org and www.historichopelodge.org for details.
- "Rain or shine." No rain date. No refunds.

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

Contact: Jim Sjoreen, Concours Chairman: 267-432-2299 e-mail: concours@delvaliaguarclub.com Website: www.delvalguarclub.com CMoE Information Hotline: 267-258-7071

**DVJC Concours Registration Form, Divisions and Classes on following page** 

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

	X11.11.11-77	istorich	
Champion	Division Classes	Driven Div	ision Classes
C1/PRE:	Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow,	D1/PRE:	All Classics (Pre-XK engine) and XK 120, XK 140, XK 150
	SS & SS Jaguar (1927-51)	D2/E1:	E-Types (1961-67)
C2/120:	XK 120 (1948-54)	D3/E2:	E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71) Series 3 E-Types (1971-75)
C3/140: C4/150:	XK 140 (1955-57) XK 150 (1957-61)	D4/E3: D5/SLS:	Series 3 E-1ypes (19/1-/3) Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early
C5/E1:	E-Types, Series 1 (1961-67)	D5/5L5.	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)		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,		
	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,
Contact	Coupes (1973-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP	2011001	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)
C12/JS:	(2004-2009) Note 1 XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E	D13/SX:	Note 1 S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008)
C12/05.	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		
C17/PN:	(2002-2008) Note 2 Preservation Class (more than 35 years old)	Note 1:	Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes D6/XJ and D12/J8
C18/PN:	Preservation Class (Inote than 55 years old) 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)		according to user years, engines, and body styles.
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	SIMOD	prepared and modified for competition Modified
	Daimler Majestic models are eligible for Champion Division Classes <u>C9/XJ</u> and <u>C10/XJ</u> according to their years, engines, and body	S2/MOD: S3/REP:	Replica (non-production, Jaguar powered)
	styles.		Continuation Vehicles
L	See ICNA Concerns rules for: Entry Eligibility	Awarda	Division and Classes at: www.jcna.com/concours
			1121 0000
	Registration Form for D		
*Please s	ubmit a separate Registration Form for each car you en	nter. Detai	led instructions will be provided upon receipt of registration.
	All registrations received after Ma	y 28, 2022	will be entered in Display class.
Vame		Ph	one Number
		• •	
11			1
Address		e-ma	11
City	State	2	Zip
-			
CNA Numł	oer Club		VIN
lear	Model Class	Body '	Гуре: Color
		Driven	
railer – Ple	ase circle all that apply: Yes No	Length	< 16  ft. 16-20 ft. $> 20  ft.$
	payable to: DVJC Send to: Jim		

JCNA Event Participation: It is an Entrant's privilege to participate in any JCNA sanctioned event held by any affiliated JCNA group upon executing proper registration forms and paying published entrance fees. Each affiliate shall be solely responsible for granting privileges to each Entrant on an individual basis. In consideration of the privilege to enter and participate and intending to be legally bound, I, for myself, my heirs and assigns, release, hold harmless, waive, discharge and covenant not to sue Jaguar Clubs of North America, Inc., Jaguar Land Rover North America LLC, and the affiliated JCNA group and its directors, officers and agents presenting this Event, from any and all liability for injuries, damages, losses, or claims, including negligence, arising from my entry, attendance, or participation in this Event. I am signing this agreement freely and voluntarily and intend by my signature to be a complete and unconditional release of all liability to the greatest extent allowed by law.

Signed

Signature of Jaguar Owner

Date



# Membership Musings

As we approach the merry, merry month of May, the collector car world awakens again and prepares

for the proverbial "season". Here at DVJC, things have certainly shifted into a higher gear, with two of our signature events, the Spring Fling and the Concours d'Elegance, just down the road. More about that in a moment, but first to the business of club membership.

As of this writing, there are 153 DVJC members and 113 co-members. That census includes one youth enthusiast member, two associate members and four honorary members. We have reached the point in the calendar where essentially all previous year members who had intended to renew have already done so, and now we are welcoming new enthusiasts who have not been part of our ranks previously. In 2021 we reached a record high of 161 primary members, thanks in large part to persons who had never before been part of DVJC. The good news is that of the 36 "new" primary members who first joined in 2021, 27 have renewed for 2022. Accordingly, a renewal rate of 75% as to that cohort. The even better news is that for 2022 we have already been joined by 12 new members and 9 co-members.

At the first quarter meeting of the DVJC Executive Committee we had another lively discussion of ways in which to inspire new memberships, enhance the experience of recent members, and ultimately inspire greater member retention. Among other things, we have identified an opportunity for more robust "on-boarding" and engagement of new members to better acquaint them with the offerings of DVJC. Starting with our twelve 2022 year-to-date new members, we will be providing a "Mentorship Pilot Program" in which a DVJC officer or director will be paired with a new member to provide a point of personal contact and to better acquaint new people with the offerings of the club. If you are one of those 12 fortunate new folks, you may expect to be contacted by a DVJC "mentor" during the month of May. We shall also be ramping up our social media initiatives, which have finally begun to pay dividends in actual additional memberships. You can read more about that elsewhere in this or future issues of the Jaguar's Purr.



On April 16, I had the privilege of hosting one of our judges' workshops in preparation for the Concours of June 4. As my place is not especially easy to find, we flew the Union Jack at the end of the driveway (photo above). I think my neighbors were probably wondering if a new British embassy had been established here, but in any event, no one got lost. Under the tutelage of our esteemed Chief Judge Alan Brown, we "practiced judged" and scored three Jaguars, two of which I am caretaking. It is a humbling experience having a group discussion of all of the flaws of one's prized cats, but nonetheless very instructive and informative! I heartily encourage any member to pursue the opportunity to qualify as a judge. There is another training and testing session at the home of Alan Brown in Solebury, PA on April 30, 2022, and another Judges' Workshop at the home of Leo Kob in Wayne, PA on May 7, 2022. You can find the details on each of these events elsewhere in this issue and, of course, under the "Events" tab of the DVJC website. Even if you ultimately do not pursue certification as a judge, I assure you that these sessions cannot help but add to your knowledge and enjoyment of the Jaguar marque.

# Membership Musings May 2022 (continued)



Finally, a sort of preview of coming attractions (at least I hope so). About a year ago, I made the acquaintance of a gentleman named Alexandre Iervolino through social media (a response to an Instagram posting). Alex is a Brazilian, who was

working in finance in New York City in 2008, during the financial crisis in fact. Despite that, he was more sharply focused on acquiring a Series 1 E-Type Fixed Head Coupe to export to his native Brazil. As it happens, he discovered a gorgeous black one being advertised by the late Ted Ley, a former DVJC member. It's pictured above, in the paddock at the country home of the Iervolinos, about an hour outside of São Paolo. It still proudly wears the DVJC logo sticker! And it resides with an amazing collection of other classic Jaguars which Alex and his father have assembled over the years. You can see a few of the Mark 2's in the background of the picture. I am hoping to tell the story of this amazing collection in a future article for the Purr. My working title is "DVJC E-Type is Alive and Well and Living in Brazil". But for now, I'll just stick to matters here in the Delaware Valley, and wish all of you happy spring motoring!

## Tony

# **Member Anniversaries**

Me	Member Name Co-Mer		lember Name	Join_Date	Years
James	Shields	Jane	Shields	01-May-92	30
Alfred	D'Orio	Christine	D'Orio	23-May-02	20
Alex	LaRoche	Ana	LaRoche	17-May-03	19
Dmitri	Lubyshev	Tatiana	Lubysheva	13-May-09	13
Christian	Huber			29-May-12	10
Max	Sandler	Kate	Foster	15-May-15	7
lan	Krantz			17-May-19	3
Mark	Kogan	Jennifer	Kogan	28-May-19	3
Tony	Maxwell			21-May-21	1



# Register now at delvaljaguarclub.com





PROVIDING SERVICE, TOURING PREPARATION & CONCOURS RESTORATION FOR YOUR CLASSIC AUTOMOBILE.

- PERIODIC ATTENTION
- CARE & ADJUSTMENT
- FLAWLESS COACHWORK
- · COMPONENT REBUILDS
- · SAFETY UPGRADES



BRITISH AUTOMOBILES • PREMIUM RESTORATIONS 203 S. 4TH STREET, PERKASIE, PA 18944 215.257.1202 • RAGTOPS.COM

#### Full Service Restoration Facility

Frame Straightening Including "E" Type Body Shell Panel Shop & Structural Wood Reworking Electrical Work / Fuel Injection Fault Diagnosis High Quality Refinishing a Specialty Upholstery Shop Engine and Driveline Rebuilds Comprehensive Maintenance on Later Models Servicing at the Same Location Since 1967

#### Jaguar



Lindley Motors 10 South Sanatoga Road Pottstown, PA 19464 610-326-8484



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



# **By Paul Trout**

#### What is the DVJC Concours and Why Should I Enter?

"The Concours" is a Delaware Valley Jaguar Club signature event. It is, perhaps, our most anticipated and widely attended event of the year. In 1967, only two years into our existence, DVJC held its first concours and has held one almost every year since. So, what exactly is the DVJC Concours? Let's start with the definition of the term "concours". Concours, in the context of our use, is a shortened version of the French term concours d'elegance which literally means "competition of elegance". The term and concept dates back to 17<sup>th</sup> century France when aristocrats would parade their most elegant carriages through parks and "compete" for the admiration the crowd. Today a concours d'elegance is a car show where the vehicles are judged against standards of condition and originality. Perhaps the best known concours d'elegance in North America is the Pebble Beach concours d'elegance held in California each August. There multimillion dollar classic cars are entered by invitation only. Sounds a bit intimidating Well, those concours d'elegance doesn't it? events certainly can be, but the DVJC Concours, not so much. Yes, some cars are competitively judged and that aspect is taken rather seriously by some, but there is a bit more to it.



Jaguar Clubs of North America (JCNA) sanctions the DVJC Concours, which means they provide the framework and rules for conducting the event as well as the liability insurance. As a member of the Delaware Valley Jaguar Club you are also a member of Jaguar Clubs of North America. The sanctioning of certain events and the blanket liability insurance are just a couple of the benefits of being a member of JCNA. The stated purpose of the JCNA Concours is twofold:

- 1. To encourage the owners of Jaguars to preserve, maintain, and present their Jaguars in as clean and authentic condition as possible.
- 2. To celebrate all Jaguars and their owners by creating an event where people may share all degrees of interest in owning, driving, maintaining, and restoring Jaguars.

While I am a JCNA certified Judge for the competitive aspect of the DVJC Concours, I think "To celebrate all Jaguars and their owners" quite accurately sums up my perspective on "The Concours". It is a celebration of Jaguar ownership and enthusiasm. Car enthusiasts celebrate their cars by putting a bit of extra shine on their cars and getting together with other car enthusiasts to display and mutually admire them. That is the basic premise for car shows and cars & coffee events. The DVJC Concours is essentially a car show; actually a car show within a car show since it is part of the "Cars and Motorcycles of England (CMOE) show. CMOE is a grand celebration of British motor cars and motorcycles complete with music, food and all of those things that make a celebration fun. Aside from all of the Jaguars on the DVJC part of the field there will be MGs, Triumphs, Morgans, Aston Martins and other British motor cars on the CMOE side. A grand celebration of British car ownership and enthusiasm!

You may, at this point, be thinking "yeah, that sounds like fun, but what about all of that judging and scoring points for a championship, etc.?' Well, yes, some of the Jaguars on the DVJC part of the field are, at their owner's request, judged by certified JCNA concours judges against a consistent standard. More about that later. Notice I said "at their owner's request". Having your Jaguar judged is not mandatory for entering the Concours. You can opt to enter your Jaguar as "Display Only". "Display Only" means I want to proudly display my Jaguar on the concours field, but prefer not to have it judged. You are in the show along with all of the other Jaguars and you can feel free to accept compliments on your Jaguar and spend the rest of the day admiring the rest of

# Speaking of Things Jaguar - May 2022 (continued)

the Jaguars and all of the other British cars. AND, and this is a BIG "AND", if you volunteer some of your time helping the DVJC Concours be a success you can enter your Jaguar as "Display Only" for FREE! Oh, and get a free lunch out of it too. Jim Sjoreen, DVJC Concours Event Chairman, will be sending out a volunteer sign-up request in the next couple of weeks. The volunteer assignments do not require any special talents, just a bit of your time. It is a great way to spend time with some of your fellow DVJC members and be a part of the action.

Now you may be thinking, "*That's a pretty good deal, but isn't this really just for classic Jaguars?*" I, of course, believe that all Jaguars are born as classics making that question a bit on the moot side. However, the more definitive answer is no. The DVJC concours is open to all Jaguars or Jaguar powered cars and strongly encourages the owners of all Jaguars old and new to participate. A brand new F-Pace, XE or I-Pace is as welcome as an XK 120. The Jaguars are displayed in groups according to the defined JCNA Concours classes which are based upon the various models of Jaguar from 1938 to the present, so your cat will join similar cats on display.



Hmmm, maybe I'd like to better understand how my Jaguar might fare when compared to other Jaguars in the eyes of judges. So, let me be clear, if you choose to have your car judged in the concours, it will not be judged by comparison to other Jaguars. It will be judged against a consistent standard. It is not about liking one car over another. Sure, as a Jaguar enthusiast, a judge may prefer the color or the trim of one Jaguar over another, but the actual judging of the Jaguar is an unbi-

ased inspection of the car that is scored based upon a consistent set of criteria. That criteria establishes the degree to which it conforms to original factory specifications and condition when it left the factory. Every car leaves the factory as a 100 point car. Every car drives onto the concours field with 100 points. Points or fractions of points are deducted from that 100 point total for every deviation from original specification and condition discovered during the judging inspection. In the Championship Division the judges inspect a potential of sixty-five items on the exterior of the car, forty-six items in the interior, twenty-five in the boot and eighty in the engine compartment. The amount of deduction, both minimum and maximum, for each item is specified in the JCNA Concours Rule Book to ensure consistency. While cleanliness and condition are very important aspects of the scoring, there are many other aspects that reflect the originality of the car and, therefore impact the amount of deduction. For example, Your XJS may have a couple of scratches that just won't buff out and a bit of curb rash on two of the wheels. The XJS next to you has absolutely flawless paint and wheels. However that stunning XJS does not have the front license plate bracket that was supplied with all Jaguars exported to North America. Your car would have 0.3 points deducted for the three small scratches on the paint and another 0.4 points deducted for the small curb rash on the wheels for a total deduction of 0.7 points. The car next to you with the flawless paint would lose 2.0 points for the missing front license plate bracket. All other things being equal, your car with a score of perhaps 99.3 would score higher than the 98.0 score of the car with the flawless paint and wheels. From an overall perspective your car is, based upon the JCNA concours judging criteria, closer to the specification and condition of that Jaguar when it left the factory because it has all of the equipment supplied with it. The reason I offer this, perhaps a bit exaggerated, example is to show that just because you think your Jaguar doesn't quite look as nice as some others; looks aren't everything. Bring your car to the concours and you may be surprised that it scores better than you expect. As a bonus you will have a list of items that that you may be able to take care of to get a higher score next time.

Wait a minute; just wait a minute! I don't want a couple of guys who don't appreciate my Jaguar

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

pawing all over it scratching it with their belt buckles and leaving finger prints on my waxed bonnet! I understand your concern, but it is unfounded. First and foremost, the judges are **not permitted to touch your car**. They may lean into the interior, boot and engine compartment, but only to the extent that they can do so without touching your car. Here is how it works.

You must be present for the judging. The judging team leader will introduce himself and the other two members of the team. The team will then make a quick walk around the exterior of the car to observe the panel fit of the doors bonnet and boot. The Team leader will then ask you to open the doors, bonnet and boot. Each of the three judging team members has a specific area to inspect; one for the exterior, one for the interior and boot and one for the engine compartment. Those assignments are strictly maintained for each car judged to ensure consistency of inspection and item deductions.



You may be thinking "wow, that's a lot of stuff. I'll be tied up all day and miss the rest of the show." Relax, the judging team is allowed 15 minutes total to judge a car. When the judging team has completed their inspection and listed any items for deduction, the team leader will ask you to initial the section of the score sheet that lists any missing or non-authentic items. Initialing does not imply that you agree that the items are missing or non-authentic, it just means you acknowledge that the judges have noted them. If you disagree you may have a conversation with the Chief Judge, as the judging team must move on to the next car. Once you have initialed the score sheet, if applicable, the judging team leader will hand you a paper tag to slip under your wiper that indicates "Judging Complete". At that point the judging of your car is complete and you are free to enjoy the rest of the show. The Judging team does not total up the score. There is a scoring team at a central location which is responsible for totaling up the deducted points.

Hey, I've taken excellent care of my twenty year old Jaguar since it was new, so it has a little patina. I don't think it is fair that I have to be judged in the same class as Jaguars that have had a nut & bolt restoration. JCNA agrees and there is a class known as Preservation Class. It is for unrestored and/or near original Jaguars over twenty years old that are well prepared and in good to excellent condition. The judging of Preservation Class entries is quite similar to the Championship Class except that items that have been reconditioned or restored are counted as non-authentic with point deductions.

My Jaguar is my daily driver, but it is in great shape. However my engine bay is just not spotless like those cars that sit with a cover over them all the time. That is the case with many Jaguar owners and JCNA wants them to feel comfortable entering their Jaguars in a concours, so they have a Driven Class. The Driven Class encourages owners who regularly drive their Jaguars to participate in the concours. The Driven Class entry is judged in a similar manner to the Championship entry except the boot and the engine compartment are not judged. So, if you want to focus on just the exterior and interior of your Jaguar you can enter it in the Driven Class and keep your bonnet and boot closed.

Since, hopefully, I have answered all of your questions and concerns about the DVJC Concours and perhaps demystified it a bit, let's return to its purpose; to celebrate all Jaguars and their owners. Let's see how many Jaguars, old and new, we can display together on the DVJC Concours field to celebrate the 100<sup>th</sup> anniversary of this great Marque! See you June 4<sup>th</sup> at the Concours! It'll be a Jaguar Kind of Day!

#### **Enjoy Your Jaguar!**

Paul T

# **Nostalgic Ad**



# **Recognizing 1962 E-Type Changes**

For the April 2022 edition of the Jaguar's Purr, I wrote the first of a series of articles detailing the development and production of the E-Type. Specifically, last month covered the introduction of the car, production, and production changes for the calendar year 1961. This month, we will delve into the 1962 production changes, but before we do, I wanted to mention that 1 April 1961 was the unveiling at the New York International Auto Show. Just like Geneva in March 1961, the cars stole the show, got similar rave reviews, and everybody wanted one (or two!). It needs to be understood that Jaguar management had not foreseen that the car would receive such rave reviews and demand would be so great. In Geneva, Jaguar took orders for 1,000 cars. In New York, from 1-8 April 1961, they took orders for 5,000 cars, equivalent to 30 million dollars in sales, exceeding a full year of production.

Four cars were dispatched on 28 February 1961 to the New York Coliseum. The New York area was not conducive to test drives, so only inside viewing was possible. On the stand, besides Johannes Eerdmans, the President of Jaguar North America, were chassis car #'s:

885004, the metallic bronze exterior/red interior Left Hand Drive (LHD) Fixed Head Coupe (FHC), that was on the turntable with actressmodel Marilyn Hanold, sporting a shimmering silver blue sheath gown, and the required long white dinner gloves. This car occasionally makes appearances at events to this day (w/o Marilyn Hanold, who is still alive and 83).

885003, the British Racing Green exterior/tan interior LHD FHC, that after purchase, had a 377 cubic inch supercharged Chevy small block installed for racing. Although currently being restored to closer to original, a reuniting of all matching numbers seems improbable.

875002, the cream exterior/black interior LHD Open Two Seater (OTS), after it's New York debut was used at Jaguar's parts and technical By: "E" Alan Karpovitch

service center in Long Island City. The roadster was systematically disassembled and reassembled. This was to develop and document repair and removal procedures, develop an interim parts book, and an interim service manual, all which seemed to not be forthcoming from England. After some dealer demonstrations, it was sold to become a Briggs Cunningham racer in 1962-1963, and ran at Daytona and Sebring. The car was switched to white, with two blue stripes. It had an alloy boot and bonnet, and is believed to currently reside in the UK.

875003, the opalescent dark blue exterior/light blue interior LHD OTS with a removable hardtop, became a dealer demonstrator in several states, including Illinois, and then sold. It is believed to be in California.

Before the shows, Jaguar management thought demand, and therefore production needs, would be for 100 units a month, and they planned for a short, low volume total run of 1,000 cars. When planning out a production run, tooling and investment can be quite different if you plan to build 100 cars per month for a year, versus 500 cars per month, for more than 10 years. A watershed example was negotiating the subcontracting of bonnet production. Abby Panels, a niche supplier in Coventry was chosen, despite being smaller than the British Pressed Steel company. Initially the bonnet was designed to have two rectangles cut in a location for the two bonnet vents, and weld in the two louvers made in separate panels. When it was realized this was a labor intensive process, especially considering the higher demand, it made more sense to retool to actually press the louvers in the bonnet flat section of the 20 gauge steel panel. This would be cheaper, faster, and more efficient, but Jaguar had to be willing to bear the upfront expense of the design, tooling and modifying the production process, all upfront.

1) This brings us to the first of the 1962 changes which we will highlight. (In reality, the last

# **Recognizing 1962 E-Type Changes (cont'd.)**

of the 1961 model year change). With sales demand outpacing production capacities, Jaguar brought on a second supplier of body panels. the larger Pressed Steel Company. Due to the increased production and the transition to pressed louvers, Jaguar was unable to identify a specific cut-off date and chassis # when the welded-on louvers stopped, and panel pressing began. The range of production dates commonly accepted for both of the variations were built are October, November, and December of 1961, and even into January 1962. It can be stated that all cars before the 1,312<sup>th</sup> car was produced had welded louvers, and all cars after the 2,450<sup>th</sup> car was produced had the pressed in louvers. The cars in between could of had either louver type.

Here's are some chassis ranges by type: before the first chassis #, all cars had welded louvers. After the second chassis #, all cars had pressed louvers. Between the two numbers, it could be either.

LHD OTS chassis 875820~~876462 Approximately 642 "transition" cars LHD FHC chassis 885210~~885515 Approximately 305 "transition" cars RHD OTS chassis 850207~~850336 Approximately 129 "transition" cars RHD FHC chassis 860075~~860137 Approximately 62 "transition" cars

Fortunately the rest of the 1962 production changes are much more clear-cut from a date and chassis number perspective.

2) Starting 18 January 1962 (after completing 2,616 cars), the flat floors were replaced by sunken footwells. The original cockpit flooring was not truly flat, but rather had support grooves pressed into them. Interestingly, the prototype E1A had sunken footwells, while E2A did not. The sunken footwells contributed greatly to having more legroom, and enough room for your heels. Flat floor cars are actually difficult for some drivers to change gears and

brake. This also necessitated a change to the carpeting.

Starting:

LHD chassis- 876582(OTS)//885504(FHC); RHD chassis- 850358(OTS)//860176(FHC).

3) Starting 22 March 1962 (after completing 2,429 OTS cars), the required hardware to attach a hardtop to an OTS was standardized, and delivered on all OTS, regardless if the car came with the optional hardtop. Prior to these chassis numbers, a kit with 2 brackets was needed to be procured so you could install a removable hardtop. There were iterations to the kit. Eventually the kit was discontinued, when the final standardization and inclusion took place.

Starting: LHD chassis- 876975(OTS); RHD chassis- 850456(OTS).

4) Starting 19 May 1962 (after completing 4,553 cars), a curved seat recess was introduced to the body rear bulkhead behind each seat, which would allow an additional seat travel of 1.5". Note: Series 1 3.8 seats did not tilt forward.

Starting: LHD chassis- 877356(OTS)//886093(FHC); RHD chassis- 850527(OTS)//860581(FHC).

5) Starting 15 June 1962 (after completing 4,972 cars), the Shelly screw-type jack was replaced by a new cantilever jack, with a bag. Initially the new jack came with an attached handle, but later the handle was disconnected.

Starting:

LHD chassis -877519(OTS)//886247(FHC); RHD chassis- 850549(OTS)//860661(FHC).

6) Starting 20 June 1962 (after completing 5,070 cars), the three round brake and clutch fluid reservoir bottles were replaced by three square bottles.

Starting:

LHD chassis- 877557(OTS)//886283(FHC); RHD chassis- 850556(OTS)//860678(FHC).

7) Starting 9 October 1962 (after completing 6,953 cars), the pattern on the aluminum trim located on the center instrument panel, the radio panel, and the tunnel cover was switched from a "dot" to "crosshatch" pattern. (In a later year, we will see a switch to black vinyl.)

#### Starting:

LHD chassis- 878302(OTS)//887132(FHC); RHD chassis- 850610(OTS)//860913(FHC).

Lastly, before we leave 1962, I want to "circle back" to 1961 again, and mention prototypes E1A and E2A. ("A" stands for Aluminum Alloy body---an easier prototype material to work with).

E1A was a light green RHD OTS built in 1957, wearing registration plate 164 WK. It was smaller than the final car, being 5.5" shorter, and 1.25 "narrower, (say 95% scale), and used a 2.4 liter engine. It did not have the independent inboard disc rear suspension. Norman Dewis spent a lot of time in it, refining braking and handling issues prior to production start. It was used, abused, and scrapped, much to the dismay of history buffs.

E2A was a pastel green RHD OTS built in 1958, which had a 3.0 liter engine initially (later a 3.8), and was actually loaned to the editor of "The Motor" magazine (Chris Jennings) and his wife (Margret) for a May 1958 weekend run to their country retreat in South Wales. Both drove it. The car wore registration Number VKV752. The editor was asked to do an honest comparison to the Aston Martin. Upon return with his glowing review of the "Pop Rivet Special", the decision was made to go into production. Norman Dewis spent a lot of time in it, refining vibration and wind swirl issues prior to production start. It was a fullsize E-type with a tail-fin. Margret actually preferred the Aston-Martin!!

Later, this car was fitted with the new Inboard Brake Independent Rear suspension designed by project engineer Bob Knight. In Late October 1958, Knight was talking to Sir William Lyons and said a new rear suspension could be designed in a month. Sir Williams said, "I bet you can't". The design was done on time and was ready soon after. That design has been used for 50 years.

Next month-1963 changes and the 12/14 light-weight special E-types.

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 XKEDA-TA.com. Approximately 30% of E-Type owners have their cars registered. Researchers 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 2 excellent books. "Jaguar E-Type Restoration Guide", and "Jaguar E-Type Originality Guide", which documents many changes with pictures.

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

I hope readers find the above information interesting, especially if you own a Series one car. I always find it interesting to trace Jaguar changes to see if they are in my car. DVJC has 1 member with 1962 E-type, a stunning black OTS. Lucky Him!!!!

Happy motoring!!!

# **Recognizing 1962 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.

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

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

#### <u>KEY</u>

(+ 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
1501	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
1000	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 1962 E-Type Changes Photos 1**



Welded louvers (top)





Welded louvers (inside



To passenger side one clearly son the difference between the flat floor on the 1961 taror with links interior, and the floor with suskee footwells on the 1963 car with red int, where the bed mat runs the length of the footwell. The later car also has the rad floatmet lock on the date salits. (In that can be baseneers? fortune is incine



Flat floor / recessed floor



Location of hardtop bracket / bracket installed



Flat bulkhead behind seat



Recessed bulkhead behind seat

# **Recognizing 1962 E-Type Changes Photos 2**



Shelly jack



Round brake reservoir







Square brake reservoir



Aluminum console "cross hatch" pattern.



# 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 Bring a trailer, Asking \$3300. Please contact Harry M. 908/3913117









## 1984 XJ6 Series 3

or DVJC, Mick vV. 609/9331560

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



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.



# UNION PARK JAGUAR Proudly Supports THE DELAWARE VALLEY JAGUAR CLUB

**ROB SHIPLEY** Jaguar Client Advisor Jaguar Master Sales Consultant Jaguar Guild Member

rshipley@unionpark.cmdlr.com 302.573.5288



311 UDG

Union Park Jaguar | 1900 Pennsylvania Avenue | Wilmington, DE 19806 | UnionParkJaguar.com

# **DVJC Judging Workshop, April 16, 2022**

Photos By: Brian Craig



Alan Brown led a DVJC Judge Workshop on April 16, 2022. This gave Concours judges practical, hands-on experience inspecting Jaguars for a Concours. Completing the training (l to r): Jay Greene, Ed Petrow, Noe LaFramboise, Alan Brown, Greg Morrison, Al Gerbig, Gary Feldman, Jim Chiarello, Timothy Duckett, Jim Sjoreen, Alan Karpovitch, Robert Craven, William Worth III, Bill Beible, Anthony Tinari and Charles Kitson. See below for more photos.







DVJC 2022 GOLF OPEN WANTED 32 PARTICIPANTS INCLUDING MEMBERS' GUESTS & RINGERS To play the game of... Hit It, Find It, and Hit It, Again

DATE: FRIDAY MAY 13, 2022 LOCATION: 5 PONDS GOLF CLUB WARMISTER, PA. ARRIVAL TIME: 9:00 AM GROUP PICTURE TIME: 9:50 AM STARTING TEE TIME: 10:00 AM GREEN FEES WITH CART: YOUNG STUDS & LADIES \$63 OLD GEEZERS & MADAMES \$50 AFTER ROUND ACTIVITIES: AT 19 HOLE ADDITIONAL DETAILS: DVJC WEBSITE https://delvaljaguarclub.com **REGISTERATION: ASAP ON DVJC WEBSITE** QUESTIONS: CONTACT Mick Van Vlijmen @ 609-933-1560 OR Chuck Kitson @610-291-9858

Registration closes Saturday, May 7, 2022 at 8:00

For more information and registration <u>Click here</u>.

May 2022

# **Jaguars on the Chesapeake**

# It's getting closer



## Get your hotel reservation now for a fun weekend in <u>Rock Hall</u> on the Maryland Eastern Shore.

#### To date, eighteen couples have signed up. Don't miss your opportunity.

#### 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</u> <u>Crab Chesapeake Charters</u>, Buffet dinner at the Rock Hall Yacht Club.

#### Saturday September 17:

- Car Show on grounds of <u>Rock Hall Yacht Club</u>; special section for Jaguars.
- Crab Feast at on the deck at <u>Waterman's Crab House</u> 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>

- <u>Mariners Motel</u> 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.
- The Duck Inn??
- 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 within the next month or two.

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





# DVJC MERCHANDISE FOR SALE

DVJC merchandise is available for purchase online at the club website (*delvaljaguarclub.com*) or at most club events. All items include PA sales tax and, online purchases additionally include shipping charges. If you would like to order items for delivery at a club event, email Noe LaFramboise at <u>jagnoe@att.net</u> with your order details. You can also still order embroidered apparel at the DVJC online store.



Logo Hats \$15



Logo Grill Badge \$26.50



Logo Keychain \$10



Leaper Keychain \$5



Logo Lapel Pin \$3



Logo Patch \$2



**NAME TAGS** are free to all club members. If you would like to order a name tag(s), please email Noe LaFramboise <u>Jagnoe@att.net</u> and send him the name(s) as you would like it to appear on each name tag.



We come to your home or business!
 5 Year Warranty on hoses.
 2 Year Warranty on labor/RAMS.



# 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 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.

## DON'T LET OPPORTUNITY PASS YOU BY





The Impeccable Timing Sales Event is here, which means it's the perfect time to get your hands on the Jaguar vehicle of your dreams, like the newly redesigned 2021 F-PACE. Plus, all 2021 Jaguar models are protected by Jaguar EliteCare, our Best-In-Class\* coverage. Don't delay. With offers like these, timing is everything. Visit your local Jaguar Retailer for offers today. Jaguar Main Line 325 East Lancaster Avenue Wayne, Pennsylvania 19087 610-520-2000

jaguarmainline.com



Cloverleaf Auto Service

Proud to have been supporter of DVJC since 1975 Whether your goals are Amelia Island or just your neighborhood ice cream social...

Perhaps a grueling cross country rally is more your style, or maybe just a weekend ride in the sun...

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...

From Amelia Island to Pebble beach to the local show around the corner. 4000 mile rallies to a pleasant day discovering the wonders of Chester County. Pushing to the top of Giant's Despair or watching the stone walls fly by in Schenley Park or entering Big Bend at LimeRock at full tat...

For almost a half a century Cloverleaf has been repairing, restoring and modifying British cars for the enjoyment of their owners

"We walk the walk and talk the talk"

610-647-5954 <u>Malvern, PA</u> www.cloverleaf-auto.com







# 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. <u>Click here</u> to view the photos.
- Members can check availability by emailing <u>library@delvaljaguarclub.com</u>
- 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 <u>library@delvaljaguarclub.com</u>

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.







INDEPENDENT MANUFACTURER OF CLASSIC JAGUAR CAR PARTS



Q

Search parts
## Why Stop at One?

By: Mark J. Kogan

My Jaguar journey started as a young boy. I happily followed my father to automobile events throughout Pa including Hershey and Carlisle, PA. While the American car events and shows were always filled with larger cars and huge engines, the foreign car shows always seemed more special. The cars on display showed elegance and grace. My Dad loves British cars. He led the way for me with his own purchases of an Austin Healey, a Jaguar and an MGB. It would only make sense that I would follow in his footsteps.

A few years ago, I decided to sell my beloved BMW convertible, nicknamed "Betty" for something with a little more class and style. I searched all the on-line sites and was on my way to check out a few 1980's XJS one late afternoon in August 2017 when I refreshed Craigslist to get directions to my first location.

As I pulled up the search, a new entry had been added. I called the seller and immediately made my way to his house two hours later.

As I arrived, I could already tell the BMW was a goner. Parked outside his house was a 2003 XK8 in black with a black interior. It had been babied by the two previous owners with under 47K miles and was in factory condition with the desired Apollo wheels. He told me that I was the second potential buyer. The first had been a young man in his 20's who almost crashed the car in a test drive.

The seller refused to sell it to him after the white knuckle joy-ride. I could not have been more appreciative. I got behind the wheel and fell in love. Just to verify the purchase, I found out where the vehicle had been purchased and serviced. Luckily, it was always at the Jaguar dealership on the Main Line. I called the service desk and asked them to run down the maintenance and service history. Everything checked out. The purchase was made and she sits in my garage as I type this. The car has been wonderful. A total dream to drive and own. My only concern has been the conflict between wanting to take her out and the desire to keep the miles low. I've had the wheels polished, placed a ceramic coating on the paint and replaced the hydraulics in the top. The car looks perfect but I have to watch the mileage as I intend to own this car forever. My daughters nicknamed her "Veronica." It seemed fitting.

The answer to my conflicted desires arrived last sum-

DVJC Calendar Car for May 2022

mer when I attended the Mecum auction in Harrisburg, PA. I joined my father for a day's outing, He got us a bidding number and we arrived early. During the first hour of bidding, a black 2002 Jaguar XKR with a tan interior roared into the Farm Show Building. I immediately went over to personally inspect the car. The seller was in line with the car and we started talking, He had purchased the vehicle earlier in the year. He couldn't tell me if the timing belt tensioners had been swapped out but the car was advertised as having ben serviced by the local jaguar dealerships and has been maintained. I did a quick once over and was happy to watch it hit the block looking forward to what I expected was going to be a lot of interest in this supercharged version of my own Jaguar.

For those of you who have never attended a National

car auction like Mecum, I can only tell you that the interest in any specific car depends on the audience and the timing. That Thursday morning, the potential bidders were not looking for a seventeen year old British convertible. The auctioneer reduced his quick auctioneering babble from \$25K downward and so on until he hit \$5K. My father nudged me and said "You should bid." I thought about it and did the math. I could keep Veronica for special occasions and drive this one with the supercharger. I put my number

up and was immediately outbid. I tendered my second bid which was still astronomically low and thought that I wasn't going to win. The bidding stopped. The seller pulled the reserve and I only heard crickets. 30 short seconds later, I was now a proud owner two black almost identical convertibles. My father turned to me and said "Well, I'm not the one who is going to tell your wife."

The 2002 XKR needed a little work and over the past year, I've rebuilt the rear suspension, replaced the hydraulics in the top and performed typical age related engine work. Turns out the engine block number indicated a later 2002 build date which correlated to the next generation timing belt tensioners. So far, the smiles generated by driving the supercharged car outweigh the desire to maintain low miles. I know I only have two feet and can only drive one at a time. But, I have room for these two beauties and intend to keep both. Now, if I could only find a coupe......



## **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 <u>bhc166@aol.com</u>.
- 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>



## MUNCIE IMPORTS & CLASSICS

## Automotive Specialists since 1975

SALES | PARTS | RESTORATION | MAINTENANCE REPAIR | FULL-SERVICE FACILITY | O.S.J.I. | INTERIORS





ALL NEW 2021 F-TYPE Taking orders now!

# Come in and see us NOW NEW SHOWROOM coming soon!





www.jaguarwillowgrove.com 215-443-5900 900 South York Rd Willow Grove, PA,19090





## Check one: Member Profile Update Renewal

## □ Application for New Membership

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

Member Name:					
0.000 000 000 000 000 000 000 000 000 0	Last		First		M.I.
JCNA Number: Renewing or previous members					
Address:					
	Street Address				Apartment/Unit #
	City			State	ZIP Code
Phone 1:		Phone 2:			
Email:					
Occupation [optional):			Re	etired?	
Co-Member Name:					
	Last		First		M.I.
primary member an years of age and yo at a cost of \$35.00 a bi-monthly public	<b>bership:</b> For the purposes of JCN ad his/her spouse or significant other bunger (i.e., up to the year in which the for members 25 years of age or you ation distributed by Jaguar Clubs of by e-mail with free Classified Ads fo	living in the sam e child turns 18). Inger. Includes a North America, I	e household Youth Entl a one year s	d, and childre husiasts* me subscription to	n of the "member" 18 mbership is available o the <i>Jaguar Journal,</i>
Child under 18	? Name:	D	ate of Birth	/	/
Youth Enthusias	st? Name:	D	ate of Birth <sub>.</sub>	/	/
Signed:			Date:		

#### Annual Dues:

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

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

Jaguars Owned					
Year	Model	Body Type	Color	Memo	
3					
8					
	e				

#### Emergency Contact Information

Full Name:				
	Last	First		М.І.
Address:				
	Street Address			Apartment/Unit #
	City		State	ZIP Code
Primary Phone:		_Relationship:		
Direct questions to	: membership@delvaljaguarclub.c	om.		

Page 2

## Now Accepting Donations COVENTRY FOUNDATION

## Donate Today

- Classic Jaguar®cars
- Parts
- Memorabilia

OUNDATION

- Literature
- Monetary Donations

## www.coventryfoundation.org

PRESERVE JAGUAR®

ISTOR

### NORTHEAST RALLY CLUB PUMPKIN RUN 2022

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

### May 20 – 22, 2022

### CLASS CHAMPION PRO SOP ROOKIE

(CHAMPION – previous NERC winner) (PRO-using a Timewise) (SOP- regular speedometer) (ROOKIE - no experience) <u>CIRCLE CLASS</u>

*DRIVER		Phone #		8
ADDRESS				
Emergency contact and phone #				
Email address (please print)				
*NAVIGATOR		Phone #		
ADDRESS				
Emergency contact and phone #				
Email address (please print)				
*VEHICLE make	model		vear	color

### PROOF OF INSURANCE MUST BE ATTACHED

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

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

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

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 name tags,

NAME\_\_\_\_\_HOMETOWN\_\_\_\_\_

NAME\_\_\_\_\_HOMETOWN\_\_\_\_\_

### **HOTEL INFORMATION**

<u>A LIMITED NUMBER OF ROOMS ARE RESERVED</u> at the TRU by Hilton in Georgetown (302-515-2100) For group rates you must reserve by April 30<sup>th</sup>. <u>IMPORTANT</u>: Please indicate if you want to join us for a no-host dinner on Thursday night in Millsboro and how many in your group. <u>Yes</u> and there will be \_\_\_\_\_\_ in our group – <u>No</u> we will not be at the Thursday night dinner.

For rally questions, contact Bob Bryan @ rhb19966@verizon.net

## **Car Enthusiast Events 2022**

Compiled By: Kevin Fitzgerald

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 <u>the-roadster-factory.com/Events.php</u>, recommended to me by Dave Hutchinson. (Starting in 2022, Ragtops and Roadsters is no longer publishing its own car show calendar.)

#### MAY

May 1: Spring Cars & Coffee. 8 – 11 am. New Hope -Solebury High School. 180 West Bridge Street (Rt. 202), New Hope. <u>newhopeautoshow.com/cars-andcoffee/</u>

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. <u>carlisleevents.com/events/events-detail/</u> index?id=import+and+performance+nationals

**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. jcna.com/events/2022-dvjc-annualconcours-delegance

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. <u>bmr-scca.org/pagoda/index.html</u>

June 25: Wings and Wheels Festival with car show. Starting 7:30 am. Lancaster Airport. 500 Airport Rd, Lititz, PA 17543. <u>carcruisefinder.com/pennsylvania-car-shows/event/wheelswings-festival-5k-run/</u>

#### JULY

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

**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. awkscht.com/information

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.

## **Car Enthusiast Events 2022**

#### 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. <u>theg-</u> len.com/events/2022-hilliard-u-s-vintage-grand-prix/

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

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. <u>www.dvcmg.com/</u> events/dvc-car-show/

September 28- October 2: Fall Carlisle Automotive Flea Market and Car Corral. Starting at 7 am. <u>spe-</u> cial.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. <u>exhpo.com/int/eastern-fall-meet/</u>

**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/aboutus.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. <u>steelstacks.org/carsandcoffee/</u>





## JAGUAR WEST CHESTER

1330 Wilmington Pike, West Chester. PA 19406 610.436.0600 JaguarWestChester.com



Treat Yourself to the Luxury and Performance You Deserve