
The Jaguar's Purr©

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June 2022

Spring Fling Celebrates 100 Years of Jaguar



On May 21st the Delaware Valley Jaguar Club gathered at the Ringing Hill Fire Company for the 2nd Annual Spring Fling. Sixty-six (66) people gathered to enjoy a hot buffet luncheon and celebrate the 100th birthday of Jaguar. See Bill Beible's report in his *Your Monthly Bill* column on page 5. Congratulations to Paul Trout and Jim Sjoreen who were presented the 2021 Kurt Rappold President's Award at the Spring Fling. See the award article on page 8.



You Can Always Renew Your Membership!

You can always renew your membership in DVJC. Payment can be paid by credit card, debit card, or PayPal by using the DVJC Web site at <https://delvaljaguarclub.com/>. Members are encouraged to use the Web site for membership renewal. DVJC members using the Web site for the first time should click on the BECOME A MEMBER tab. Detailed instructions about signing up for Web site access is shown here. DVJC members with current access should log in to the site as normal. On the Welcome screen scroll down to "Renew Subscription." Alternately you can click on the MEMBERS tab, select "My Membership Profile", and scroll down to "Renew Subscription." Detailed instructions will then be displayed. Members who opt for paying by check can submit payment directly to Jim Sjoreen or use the membership form [by clicking here](#) or referring to pages 42 & 43 to update information.

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Upcoming DVJC Events

June 4, 2022
8:30 a.m.

DVJC Concours d'Elegance
Historic Hope Lodge
553 S. Bethlehem Pike, Fort Washington, PA
Contact: [Click here](#) for more information.

June 25, 2022
11:30 a.m.—1:30p.m.
RSVP Required

Lunch at Spring House Tavern
1032 N. Bethlehem Pike, Ambler, PA
Contact: [Click Here](#) for more information and to register

June 26, 2022
2:30 p.m.
CANCELLED!!

Star Wars Scenic Tour, Dinner and Symphony
Unionville High School
750 Unionville Road, Kennett Square, PA

July 9, 2022
9:00 a.m.—1:30 p.m.
RSVP Required by July 7

DVJC 17th Annual Slalom (see page 11)
Garnet Valley High School, Glen Mills, PA
Contact: [Click Here](#) for more information and to register

August 7, 2022
8:00 a.m.—3:00 p.m.
RSVP Required by July 1

59th Annual Das Awkscht Fescht
Macungie Memorial Park, Macungie, PA
Contact: [Click Here](#) for more information and to register

September 10, 2022
1:00 p.m.—5:00 p.m.
Save the Date

DVJC Gathering of Friends
Solebury, PA
Contact: [Click Here](#) for more information and to register

September 15—18, 2022

Jaguars on the Chesapeake
Rock Hall, Maryland (see p. 30)
Contact: [Click here](#) for more information.

January 22, 2023
11:30 a.m.
Save the Date

DVJC Annual Holiday and Awards Celebration
William Penn Inn
1017 DeKalb Pike, Ambler, PA 19002
Contact: [Click Here](#) for more information and to register.



Your Monthly Bill *June 2022*

Question: Has a quick, off-the-cuff response to a question ever started you down the path to change? Well, it happened to me recently. A few months ago, a close friend said, "If you ever sell your blue convertible, we will buy it." My reply, almost without thinking, was, "Only if I bought a supercharged version." I thought that was the end of the subject as I had no intention of parting with my 2005 XK8. In 2011, after several months of searching, I purchased the car when my now 16-year-old grandson could actually sit properly in the rear seat (notably, with the passenger seat moved all the way forward).



In the intervening eleven years of ownership, Nancy and I have enjoyed rally competition, slaloms, Concours, club events and drives, runs for ice cream, trips to wineries and driving with the top down – just for the heck of it.

Leave it to an iPad and the web, I started browsing and idly looking at XKRs and, before too long, set my sights fixed on a 2007-2009 XKR convertible as my car of choice – if I was ever to sell my XK8. Well, one thing leads to another and soon I refined my interest to a dark green version with a tan top and interior. Just that quickly, three candidate cars were in the mix. It turns out that one was sold two days before I could go see the car and the two others were ruled out for one or more reasons. A few days after placing a "cars wanted" classified ad on the JCNA website, I was contacted by a man reluctantly selling his 2008 XKR because of his wife's health issues. After reviewing numerous photos, mainte-

nance records and several conversations, I concluded that this was a solid car that was well-cared for by him and the prior owners. The clincher was his comment that he appreciates the value of proper maintenance because he experienced six engine failures during his career. He is a private pilot now but spent his entire career as a pilot, first in the Air Force and then flying commercial airliners.

Shortly after we made a deal and exchanged good U.S. money for the car title, the driver for the transport company arrived to pick up the car. From the "nothing can be easy" file, the driver spoke NO English, only Ukrainian, and was using the translator on his phone to communicate. Regardless of those difficulties, the car arrived at our house a day later and after some more iPhone translation and a fair amount of hand waving, delivery was completed and the car was now in our garage. So far, it appears to be as represented and in such good condition that I am entering the car in the Champion Division of our Concours d'Elegance. It is fun to drive and, as Paul Trout has characterized the XKR, "It just wants to 'go'."



The new car – former owner in command

Our XK8 is heading to a new home with the friends who initiated this whole chain of events with one seemingly innocent statement. True to their word, when offered to them, they immediately said "yes" and the whole out of state transaction should be completed within the next week.

Your Monthly Bill *May 2022 (continued)*

The moral of the story: Be careful what you wish for as it just may become reality.

Despite the schizophrenic weatherman trying to figure out if it was time for spring and sunshine to arrive, May was a fun month for members and guests who participated in club events. Fifteen talented (?) golfers attacked the Five Ponds Golf Club course in Warminster and, to one degree or another, conquered every challenge they encountered.



Sometimes, it took unintentional trick shots and, in other circumstances, valiant repeated attempts to surmount simple hazards like streams, ponds, and trees positioned between the golfer and the target. We all had a good time and enjoyed a beer and some food in the clubhouse where Chuck Kitson and Mick Van Vlijmen presented participants and winners with their hard-won awards.

Brian and Pauline Craig and Nancy and Tom Jones represented DVJC at the three-day Northeast Rally Club competition in Millsboro, DE. The Craig team brought home second place honors in the SOP class (Seat of the Pants). Congratulations!



“Before”

That same weekend, sixty-six members of our club celebrated the 100th Anniversary of the founding of Swallow Sidecar Company, the predecessor of Jaguar Cars, Ltd., at our second annual Spring Fling.

Those enjoying the picnic included nine new members (Orrie Simko, Bob Hartman, Mark Reimbold, Phil Janke, Kevin & Zuria Ryan, Mike Engard, and newlyweds (one week) Joe and Maureen Lorini. Congratulations!

After a hot buffet, I presented the 2021 Kurt Rappold President’s Award to Jim Sjoreen and Paul Trout. These two men have, for many years, donated their time and talents to the club in numerous roles – some seen and many unseen. Please see the separate description of their contributions on page 8.

The day’s activities concluded with drawing the winners of the Basket Raffle and the Silent Auction (plus cleanup by several who stayed behind so that we left the facility in the same condition we found it.)



“After”

Sincere thanks to the many volunteers who organized the event: Tom Shaner, Mike Wolf, Paul Trout, Noe LaFramboise, and Nancy Beible.

Several people including Ed Petrow, Jim and Denise Sjoreen, Mick Van Vlijmen and Ken Rucco pitched in to help with last minute preparations. Without their help, we could not have been ready on time.

Your Monthly Bill *May 2022 (continued)*

“Thank you” to the eight women who contributed baskets to the raffle:

Carol Petrow	Pat Gerbig
Kathi Fox	Kate Foster
Denise Sjoreen	Mary Alice Tinari
Nancy Beible	Charline Kitson

Participation and volunteer contributions make this club what it is! If you are not involved, I encourage you to take part in at least one upcoming event and have some fun with other members of our club. And please don't keep your talents to yourself. Don't wait to be asked to volunteer. If you are asked, please willingly step up. With more people contributing, our club can be even more vibrant and fun.

Watch the [event calendar](#) regularly. Due to Paul Merluzzi's illness, Star Wars was cancelled for this year. There will be a luncheon at Spring House Tavern on Saturday June 25. There may also be other changes to the calendar.

Sign up now for our [17th Annual Slalom](#). If you like to test your competitive driving skills, this is your opportunity to do that in a safe environment. If you're not competing, come as a spectator or helper and enjoy lunch at Mackenzie's Brew Pub.

Our club will be represented at the 59th Annual Awkscht Fescht in Macungie (Allentown) on August 7. This is a big event with cars, cars, cars, music, beer, food, and a flea market. Information is available on our website and at [Das Awkscht Fescht.com](#). To participate, you must register by July 1. Mike Wolf is “point man” for DVJC. When you register, [notify Mike by email](#) that you have registered.

Details for [Jaguars on the Chesapeake](#) are being firmed up now. Online registration should open by early July. In the meantime, if you haven't yet done so, secure your hotel room now. We will be there on the Maryland Eastern Shore at a busy time of year. Have some fun with the thirty-plus members of our club who have already reserved their rooms.

‘Hope to see you at the Concours. Have a Jaguar kind of summer!

Bill

Welcome New Members

Orrie Simko
Harwinton, CT

Jeffrey Rose & Robin Tekely-Rose
Spring City, PA

Larry & Cindy Sipple
White Haven, PA

2021 Kurt Rappold President's Award

By: Bill Beible

Jim Sjoreen and Paul Trout were each presented with the 2021 Kurt Rappold President's Award at the Second Annual DVJC Spring Fling held at the Ringing Hill Fire Company on May 21, 2022. The President's Award was originally established in 2010 to recognize members who are active participants in DVJC and JCNA events and who make meaningful contributions to the betterment of DVJC through volunteer and leadership roles. In 2017, the award was renamed the "Kurt Rappold President's Award" to honor Kurt's memory and his love for and dedication to the Delaware Valley Jaguar Club.

Paul Trout is probably known by most members as the author of the monthly Purr feature "Speaking of Things Jaguar." Development of the content of these articles requires extensive research and a considerable time commitment each month. Several of these articles have been featured in the Jaguar Journal and have twice won JCNA North American award recognition. A member for nine years, Paul fulfills a variety of roles throughout the year. In addition to his service as

vice president, he is a Concours judge, organizes the Holiday Party and Spring Fling, leads the Calendar committee and willingly volunteers wherever his help is needed.

Jim Sjoreen initially joined the Delaware Valley Jaguar Club in March of 2001 and is now into his 22nd year of membership. In fact, only eighteen people have a longer history with our club. Following many years of service as a Concours judge, Jim stepped forward to become Concours chairman in 2018. As our chairman and as a member of the Cars and Motorcycles of England committee, he has played a key role successfully moving the show from Oakbourne Mansion to Hope Lodge, the consistent growth of the show and made major improvements to the conduct of our DVJC Concours d'Elegance. Additionally, Jim is concurrently serving his fourth year as club treasurer and, in the past, has also handled club merchandise.

Sincere thanks to both Paul and Jim for their dedication and service to the members of our club.



Paul Trout



Jim Sjoreen



Membership Musings

June 2022

By: Tony Tinari

Every couple of months this column just seems to write itself. That was the case in April when I was able to tell the story of a little blue E-Type convertible. Actually, the car itself (an interesting one) told the member story (even more interesting). With respect to DVJC, I have heard it said often: "Come for the cars, stay for the people". While I usually prefer to write about the people, or at least what people do with/to/about their cars, this effort will deal mainly with our cars.

A recent Hagerty column got me thinking about the generational composition of this club, as well as other automobile enthusiast organizations. The piece was entitled "5 Classics That Appeal Across Generations". They had me with that title. Their thesis was that defining generational trends is one of the easiest ways to organize enthusiast groups and predict future collectability of specific automobiles. However, certain cars defy such categorization. According to Hagerty, based mostly upon their data for the age of persons insuring certain models, boomers and millennials can agree on at least five classics. Curious yet? So was I. Surely there must be a Jaguar or two on that list, right? Wrong.

It turns out that the cars with the most cross-generational collector appeal are some rather specific, and seemingly unlikely ones: 1968-1976 Mercedes-Benz W114 and W115 Coupes and Sedans, 1986-1995 Suzuki Samurai, 1991-1996 Subaru SVX, 1996-2002 Dodge Viper, 2003-2004 Mercury Marauder. I would not have guessed anything on that list and, at the risk of seeming finicky, none of them would be candidates for my "dream garage" fantasy. Nevertheless, people like what they like.



Which brings us to the subject of Jaguars, like the two generations shown above. I am a big believer that, regardless of age, each Jaguar is born a classic. That said, I thought I would do a bit of analysis to determine the aggregate vintages, sorted somewhat arbitrarily by decade, of the generations of "born classics" being enjoyed currently by DVJC members. Here is an interesting snapshot list of how the 272 DVJC member Jaguars are spread out over the last 10 decades:

DECADE	NUMBER OF JAGS
1930-1939	2
1940-1949	2
1950-1959	25
1960-1969	58
1970-1979	32
1980-1989	30
1990-1999	27
2000-2009	57
2010-2019	36
2020-	3

I have made no attempt to correlate the vintage of Jaguar with the vintage of its owner; DVJC does not collect that type of data anyway! Although Jaguar did not make the Hagerty "cross-generational top 5", I cannot imagine many, if any, other marques which have this kind of longevity in the world of collector cars. Beyond that, there are a couple of trends here, and a few anecdotal observations, worth sharing:

- Sorted like this, the distribution looks like a double bell curve, with peaks in the 60's and in the first decade of the new millennium.
- I am willing to bet that the high concentration of vehicles in those two decades is due, respectively, to the popularity/collectability of models like the E-Type and the XK8.
- We are a club with a substantial number of newer Jaguars represented. Furthermore, diving deeper among the newer examples there is great diversity of models-sports cars, saloons, SUV's, etc.
- The oldest car in the fleet (1934 SS 1 Tourer) is actually owned by one of our newest members (Orrie Simko). The newest is a tie between a 2021 E-Pace SUV (Bill Thompson) and a 2021 XFR Saloon (Glenn McAllister).

(INSERT PHOTO 2 HERE)-No caption

Membership Musings June 2022 (continued)

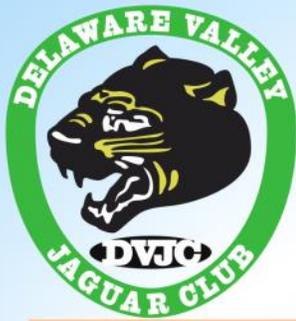


To me, this all seems like very good DVJC news! Whether your interests gravitate to Jaguars like the ones shown above at the Jaguar Land Rover Classic Works (a real live dream garage, if ever there were one) or to something a bit more modern, there are lots of enthusiasts in this club who share your passion. Beyond that, DVJC can proudly claim a multi-generational abundance of both vintage and modern Jaguars. That should create new member appeal across generations of owners. Have some of that, Hagerty!

Tony

Member Anniversaries

Member Name		Co-Member Name		Join_Date	Years
Larry	Schear	Diantha	Schear	03-Jun-97	25
Noe	LaFramboise	Rosalie	LaFramboise	28-Jun-99	23
Robert	Costello	Kathleen	Costello	28-Jun-99	23
Richard	Rosen	Susan	Rosen	07-Jun-04	18
Arthur	Sulzer	Elizabeth	Gallagher	05-Jun-11	11
Steven	Sokoloff	Julie	Sokoloff	05-Jun-11	11
Paul	Trout	Susan	Trout	26-Jun-13	9
Lance	Knauth	Judith	Knauth	24-Jun-14	8
David	Cohen			01-Jun-16	6
Andrew	Lazzaro			01-Jun-19	3
Rich	Supernavage	Susan	Supernavage	01-Jun-19	3
Dave	Harnitchek			02-Jun-21	1




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17th ANNUAL SLALOM

Saturday, July 9th 2022

Tech Inspection starts 9:00am

You know of Jaguar's prowess on the track? Now it's time to experience it! If you have a 1936 SS or a SVR F-Pace, this is your opportunity to have a lot of fun in a safe confined area.

If this is your first Slalom, don't worry, there are plenty of members on hand to help and give advice. Did you know we have 7 nationally ranked JCNA members just last year?

If you want to come and just watch and join us for lunch afterward, we would love to have you join us. If your Jaguar is in the shop, don't fret you can bring another marque. We have had a Tesla, Ford and Volvo recently run the slalom.

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

Non-DVJC members driving their own cars pre-register \$10 + \$20 event insurance.

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

Please register early at: delvaljaguarclub.com

The event is limited to 20 vehicles.

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



Helmets are Mandatory

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



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Speaking of Things Jaguar - June 2022

By Paul Trout

Celebrating 100 Years of Jaguar:

The Thirties, and the Swallow grows into a Jaguar

Between 1922 and the end of that decade William Lyons and William Walmsley's business venture, started with a £100 bank loan secured by their fathers, had grown from making piecemeal sidecars in a garage to manufacturing a well respected line of Swallow Sidecars and an equally well respected coach building automobile business occupying an 80,000 square foot facility. The catalogue of coach built cars rolling off of the line on either Austin 7 or Standard chassis were quite stylish upscale models. The Swallow Sidecar and Coachbuilding Company had taken off in the Roaring Twenties and was flying high; right into the Great Depression.

The effects of the Wall Street crash of October 1929 sent a tsunami of economic devastation around the world. Great Britain, not having experienced the same post-war boom as North America, was still recovering from the Great War when the effects of the crash crossed the Atlantic. The Great Slump, as the Great Depression was called in the UK, caused overseas trade to fall by 50% and manufacturing by 30%. By 1932 unemployment in the UK was a staggering 3.5 million.



Whether through vision, timing or just luck, the Swallow Sidecar and Coachbuilding Company actually flourished through it all. While the Great Slump was devastating to most small automobile makers, with many not surviving, Swallow, with its well packaged cars in richly colored two-tone paint, attracted buyers

who would otherwise have shopped for more expensive makes. Despite the impact to their personal economies, they could still own a car that didn't look like the one everyone else was driving.



The Austin Swallow catalogue at the time offered the following stunning color combinations: Black & Apple Green, Black & Carnation Red, Nile Blue and Ivory, Apple Green & Ivory, Carnation Red & Ivory, Cream & Apple Green, Cream & Carnation Red, Cream & Nile Blue. These two-tone colors especially appealed to women as did the lightness of controls. It didn't hurt that the Austin Swallow had little touches that targeted the feminine appeal such as the "ladies' companion" built into the cubby-hole (glove box) lid.



The Swallow line in 1930 had four models: Austin Seven two-seater and the Fiat 509A, Standard Nine and Swift Ten Saloons with prices ranging from £170 for

Speaking of Things Jaguar - June 2022 (continued)

the Austin to £275 for the Swift Ten. The expansion to the Standard and Swift Chassis was driven by a growing distrust with Austin who seemed to be showing chassis delivery priority to Rootes. In actuality, shipments to Swallow were never impacted, but the relationship was tarnished just the same. Lyons referred to Herbert Austin as a “Bamboozler”. Austin’s primary rival at the time was William Morris. Lyons quite admired Morris and his approach to car building: volume to cut unit cost; allowing low selling price and high value. By 1930 Morris had acquired most of its suppliers including Wolesley for which he had out bid Herbert Austin.



The Wolesley Hornet was much admired by Lyons to the extent he asked Morris if he could obtain a chassis to build a sports model on. Lyons felt the Hornet chassis with its overhead cam six cylinder engine was well suited for a sports model. Morris and his chief engineer Oliver Boden were both enthusiastic about the idea and helpful in achieving it. Within a couple of days after taking delivery of the Hornet chassis, Lyons and Cyril Holland had formed a very attractive sports car body. The Swallow Wolesley Hornet is not only significant as William Lyons first sports car, but equally important; its development process was one that Lyons would use for every car body he produced up to the XJ6, with the exception of the “D” and “E” Types. Without drawings or, in most cases even a sketch, 15mm aluminum would be formed by eye to a pleasing set of lines and contours. A wooden jig would then be used for the panel makers to replicate the design in a full scale replica with Lyons continually refining the styling prototypes until he achieved the image he was searching for. The team of Holland and Lyons worked well together as automotive history has shown. Fortunately Holland was as passionate as Lyons about the design of the cars, once stating in an interview regarding Lyons, “He would come with these ideas when we were supposed to be finishing work. It got to the point that if I got away at 8 o’clock at night I’d got a half a day off.”

The Wolesley Hornet Swallow was introduced in January 1931 with a six cylinder overhead cam engine, hydraulic brakes and performance that rivaled the top end British sports cars of the day; MG, Riley and Frazer

Nash. The following year the Wolesley Hornet Swallow Special was introduced with increased horsepower (45) derived from twin SU carburetors and an oil cooler. The Wolesley Hornet Swallow Special would top out at 75 mph.



The Wolesley Hornet Swallow line was not only the first sports car produced by Lyons and Swallow, but the first with a six cylinder engine which would be the preferred power unit for Lyon’s future creations. Perhaps more important, it represented the last of the Swallow cars to be built on another manufacturer’s proprietary chassis. Lyons was ready to build a car of his own design.

In May of 1931, the Swallow catalogue added another “six”; the Standard Swallow Ensign. It was a bit larger than the Standard Swallow Nine. While the Standard Swallow Ensign did not turn out to be a hot seller, it is significant as the Standard six cylinder engine would be the design basis for engines in Lyons cars for almost the next two decades.

Speaking of Things Jaguar - June 2022 (continued)



Lyon's relationship with Standard was key to achieving his aspiration of building a car of his own design. When he approached Jack Black, General Manager of Standard, about a unique Swallow chassis, the idea was enthusiastically received. A plan was set forth for Swallow to design the frame to be built by Standard's frame supplier, Rubery Owen, and Standard to deliver the running chassis to Swallow. The fact that Swallow did not have anyone that knew anything about chassis design (not even a draftsman) did not deter Lyons. Pretty much the same unorthodox process as was used in body design was applied. Lyons went to the saw mill and had them make up a frame, under his direction, as a pattern for Rubery to work from. Lyons primary objective with his frame design was for it to hold a body with a very low profile; a sporting look. While the frame was being built up by Rubery, Lyons set to work on the body design. Based upon a rough sketch, a local studio produced a color drawing which surfaced a scaling issue. If based directly upon Lyons sketch the car would be over 18 feet long and only 4 feet high. Some adjustments were made. With the aid of Cyril Holland a stylish 2+2 design was styled and sent to Motor Panels, Swallows panel supplier. Before the body was completed, Lyons was rushed to hospital with what turned out to be appendicitis. A couple of weeks later, when he returned from hospital, Lyons was shocked and utterly irate to find that his partner, Walmsley, who rarely, if ever, got involved in anything other than his frequent holidays, had raised the roofline. Seems he had sat in it and felt there wasn't enough headroom. Lyons absolutely hated it and was quite depressed over it, but with the Motor Show less than a month away there was nothing that could be done. Despite his disappointment, the car now known as the SS1, was the star of the 1932 Motor Show. The headline in the Daily Express was "Dream Car unveiled - The £1000 look!" With its long bonnet it had the very sporting look of a £1000 car, but had a price tag of £310.



The positioning of the car in the Coachbuilding section of the show caused some confusion and diminished the impact of it being Swallow's first manufactured rather than coach built car. This was because there was a delay in admitting Swallow (Sidecar had been dropped from the name the previous year) to the Society of Motor Manufacturers and Traders. This would not happen until 1934. The popularity of the SS1 at the show resulted in business well beyond Lyons expectations. Orders began coming in at an alarming rate. Interestingly, the meaning of SS a bit vague and perhaps contentious. Jack Black of Standard wanted it to be the Standard Swallow and those at Swallow wanted Swallow Special. According to Lyons, the true meaning was never revealed, so each could believe what they wanted.



The original SS1 wasn't a particularly great car, but it was beautifully different and moderately priced. In what would be typical Lyons style, it was the right car at the right time. In October 1932 the revised, longer and better proportioned SS1 was displayed at the Motor Show. While only 500 SS1's were sold in 1932, it is credited with doubling Swallow sales in 1933. The SS1 coupe was followed by the Saloon and Tourer for 1934.

Speaking of Things Jaguar - June 2022 (continued)



From a business perspective, late 1933 into early 1934 was a pivotal time for William Lyons who had just ten years ago entered into partnership with William Walmsley to form the Swallow Sidecar Company. His aggressive ambition had continually expanded and broadened the company past sidecars to coach building and finally to building a motorcar of his own design. "Sidecar" was dropped from the name in 1932 leaving the Swallow Coach Building Company. With the move to motorcar manufacturing a new name was required to distance themselves from coach building and set a new identity. Swallow Motor Company Ltd was explored, but felt to be too close to the Swallow Motor Cab Company, so SS Cars Ltd was incorporated on October 10th 1933. With the newly named business in place Lyons was ready for an even more significant move.



On January 11th 1934 SS Cars Ltd went public with 100,000 6.5% Preference shares offered at £1.07 and 140,000 Ordinary shares at 53p. Coincidental with the public offering Lyons more than welcomed Walmsley's offer to retire. The relationship had continually deteriorated over the past few years with conflicting goals and outlooks for the future. Walmsley was content to leave well enough alone and spend the money made, while Lyon's ambition called for continual reinvestment to achieve growth objectives. Walmsley left the business a wealthy man; mostly in cash as he had little interest in shares of the business. Lyons was now solely at the helm of his dream.

Early in 1934 it became evident to Lyons that while the sporting look styling of the SS1 was a selling point, the performance was not. Owners were complaining of being out performed by MGs and Rileys. Relying on Standard components and lacking an in-house engineering staff were seen as the limiting factors for in-

creasing the cars performance. A number of solutions were explored including a supercharger on the Standard 2.2 liter engine or even a Studebaker engine from the states. By chance Lyons was introduced to an engineer named Harry Westlake. Back in the twenties Westlake had designed a method for measuring the efficiency of cylinder heads. He was also credited with playing a role in the W.O. Bentley Le Mans victories. Harry was quite upfront with Lyons regarding the SS1. "Your car reminds me of an over dressed lady with no brains – there's nothing under the bonnet!" At first Lyons took great offense, but after a few pints at the local pub they became quite good friends. Lyons knew Harry was right and that he was the path to resolving it. Harry said he could design an overhead valve cylinder head to replace the side-valve unit on the 2.7 liter Standard block and give it 25 more horsepower. Lyons was skeptical, but knew Westlake was known for delivering on his promises. The deal was that Lyons would only pay for results, but relented to offering a small retainer. The agreed target was 95bhp. In May of 1935 a Standard 2.7 liter engine with the new Westlake head was fired up on the test bed. The output was 104bhp! Lyons later described this as "one of the best breakthroughs the company ever had." The SS1 now had power to match its fast looks!



In April of 1935 Lyons, now Chairman of SS Cars Ltd, made one of the most important acquisitions of his career. He had decided the company needed a chief engineer if it was to truly move forward as an automobile manufacturer. Five times he interviewed a 32 year old engineer who had been passed over for a similar position at Rootes before finally hiring him. Bill Heynes was hired and told to "build up" an engineering team capable of complimenting Cyril Holland's designs to produce one of the world's finest luxury cars. Heynes set to work immediately to build an unsurpassed engineering team working with Holland to have a running prototype for launch at the Mayfair Hotel on September 21st 1935. It was called the SS Jaguar and it was a hit!

Speaking of Things Jaguar - June 2022 (continued)

While the name “Jaguar” has become the thing of lore, it was almost the SS Sunbeam. Sunbeam was a prestigious but slightly faded marque that had set several World Land Speed records in the twenties. As often happens with companies of faded glory, time had passed them and they were in receivership in early 1935. Lyons saw their misfortune as an opportunity to grab a sporting and luxury brand with a well known name ready to apply to his new line of sporty luxury cars. He entered into negotiations with Alfred Herbert Ltd., a Coventry machine company whose offer for the assets had been accepted by the receiver. By June 6th 1935, the negotiations were, from Lyon’s perspective, completed and he would obtain the “Name, Goodwill, Patents and Drawings, of the Sunbeam Motor Car Company Ltd.” A check for £200 was mailed to Alfred Herbert Ltd. Lyons was so confident the deal was closed that he leaked to the press that “SS Cars Ltd will produce a range of Sunbeam cars at their modern Facility in Coventry.” He was aghast when two weeks later he was informed that the negotiations were off and the Rootes brothers had snatched Sunbeam out from under both of them. William and Reginald Rootes were keen to add Sunbeam to their growing list of makes owned as subsidiaries of their parent car company Humber Ltd. Sunbeam joined Hillman, Singer, Talbot, Commer and Karrier under the Humber umbrella. (In the sixties Sunbeam, still part of the Rootes Group, would produce a feline of their own; the Sunbeam Tiger). With barely two months to go before the announcement, SS Cars had a bit of a “Horse with No Name” on their hands. Lyons asked his publicity department to draw up a list of animals, birds and fish. Just think what might have come out of that list. We could all be driving Ferrets, Kestrels, or Sharks. When he saw Jaguar on the list he pointed straight to it. He remembered stories about the Jaguar aircraft engines on the Armstrong Siddeley bombers told by an old school chum worked on them during the Great War. He felt Jaguar had an exotic sound to it. He also felt the name Jaguar immediately offered an image of graceful power and it sounded good in any language.

On the stand in the lobby of the Mayfair Hotel the 2½ Liter SS Jaguar Saloon looked a bit like a scaled down Bentley Park Ward. That was not entirely by accident. Lyons directed Holland to style the imposing radiator surround in a manner similar to that of the Bentley. Lyons asked the dealers in attendance to guess the price of the new SS Jaguar. The average guess was about £600. They were somewhat amazed to hear the price was £385. On the stand with 2½ Liter was the somewhat scaled down and even less expensive 1½ Liter Saloon and the new low slung racy SS Jaguar 100, so named for its top speed claim of 100 mph. This would begin a sports car naming trend within Jaguar that would stretch into the late fifties. The sporty SS Jaguar

100 was actually a bit overshadowed that day by the 2½ Liter Saloon, but it would have its day.



There was a predecessor to the SS Jaguar 100; the short lived SS 90. The SS 90 was built on an SS1 chassis shortened by 15 inches and underslung at the back (chassis sitting lower than the axle) to provide the lowest possible center of gravity whilst still having sufficient ground clearance to suit the roads at the time. This sleek two seat roadster with its long bonnet and low cut doors was Lyons first true sports car. It truly had the looks of a fast, competitive race car, but with its 2.7 Liter Standard side-valve engine making only 68 bhp, it lacked performance to match its looks.



Only about 50 were made until it was replaced by the Jaguar SS 100 with its Jaguar 2½ Liter engine making over 100 bhp. SS Cars and Lyons now had a true sports car with performance to match its looks. It wasn’t until late 1936 that the first SS 100s were delivered to eagerly awaiting owners. In competition it was a winner from the start taking first place in the 1936 Alpine Trial, one of the first international rallies. An SS 100 also took first in the under 3 Liter class in the RAC rally in 1937.

Speaking of Things Jaguar - June 2022 (continued)



The SS Cars Ltd display at the 1937 Motor show included the new 3½ Liter SS Jaguar 100 which could claim to now be Britain's lowest priced true 100mph sports car. However most interesting to show goers was the 1½ Liter Saloon with its stylish looks and a walnut and leather interior matching the larger-engine more expensive models. It seemed unbelievable that SS Cars could sell such a luxurious automobile for the low price of £293 and still show a profit. Well, actually they couldn't. It was Lyons strategy to sell the 1½ Liter cars virtually at cost to create enough volume, and share enough components across all models to achieve enough economy of scale to generate sufficient profit across the entire model line.



The policy worked well. By the end of the 1938 fiscal year, SS Cars Ltd had for the first time built over 5000 cars in a year; 5,320 to be exact. More than 60% (3152) of those cars were the "at cost" 1½ Liter models. The top of the line 3½ SS Jaguar Saloon price at £445 was also quite a good buy for the money. To be able to offer a luxury automobile that approached the standards for comfort, performance and handling of a Bentley was actually troubling to Roll-Royce who had purchased Bentley in 1931. It was troubling to the extent they undertook a costing comparison exercise with a 3½ Liter SS Jaguar (£445) and the comparable Bentley Park Ward (£2660) costing nearly six times more.



The study found that 30% of the Bentleys cost could be justified in better design and materials; 70% could not and was attributed to SS Cars good manufacturing process and sound purchasing policy. In the end, the 3½ Liter wasn't necessarily a better car, but it was certainly a better buy.

Minor at the time in 1938, but quite significant for the next eighty plus years was the introduction of an official accessory and popular addition to the radiator cap of SS Jaguars; the Leaper. When the original SS Jaguars were delivered the radiator cap was relatively unadorned. An accessory company named Desmo introduced a product to "enhance" the beauty of the already magnificent SS Jaguar. It was a fairly inaccurate sculpture representation of a pouncing Jaguar, with dimpled spots on its coat.



When SS public relations man, Bill Rankin saw one he called it "the cat shot off a fence" and Lyons also took a particular dislike to it. Apparently the only way they saw to remedy this was to make a better "cat shot off a fence". They decided to design a more suitable mascot for the SS Jaguar. Rankin, a bit of an artist, was asked to render some sketches of a more anatomically correct and sleeker looking Jaguar. He then provided them to noted motoring artist Frederick Gordon Crosby to turn into a sculpture. The result was a 7¼ inch gleaming chrome crouching jaguar ready to launch itself onto

Speaking of Things Jaguar - June 2022 (continued)

some prey. The styling of the (at some point named) leaper was much better suited to the elegant sportiness of the Jaguar cars than the Desmo cat. It was introduced in the SS Cars catalogue as an accessory in 1938. The price was just a bit over two pounds.



With the SS Jaguar 100 achieving success on both the race and rally circuits and in the showroom, Lyons decided to enter a motor race in one himself. He had competed in numerous motorcycle races in his twenties and had retained a keen interest in motor competition, but had never participated in a motorcar race. In May of 1938 at the SS Club meeting at the Donington Park motor circuit he was entered in the "Trade Race". Lyons was lined up on the front row with Sammy Newsome, who had competed at Le Mans driving for Riley and Aston Martin finishing as high as 5th, and Bill Heynes. A bit over eager, Lyons, in number 31, had to be pushed back behind the start line several times before the green flag waved them off. Initially he drove, as described by observers, with perhaps a bit more confidence than ability. However he rather quickly got it right and took the lead; not only finishing in first place, but setting the fastest lap time. Thus William Lyons began and ended his racing career by winning his first, last and only motorcar race.



Even back to the Swallow Sidecar days Lyons recog-

nized the importance of motor racing success in the motor trade. During a short term engineering agreement with renowned race driver and tuner Freddie Dixon there was talk of preparing an SS 100 to competes in the Le Mans 24 hour race, but Lyons felt that, despite its success in rallies, the 100 would be out classed in endurance racing. However there continued to be an underlying determination on his part to one day produce a car that would hold its own in the world's great motor races. In September 1938 Lyons made another important acquisition, with a focus toward that goal. He hired Walter Haddon as Chief Experimental Engineer. Initially Haddon worked race tuning the SS 100 and developing a new SS chassis with independent front suspension. That development would soon be cut short.

In the late thirties the winds of war in Europe were blowing west and Great Britain was not to be spared. Lyons, while believing that war would come, still felt it prudent to acquire his panel supplier, Motor Panels, significantly depleting cash reserves with anticipation of continued record sales in 1940 to replenish them. In August 1939 work started on air raid trenches between the SS buildings and on September 3rd Great Britain declared war on Germany. Orders for cars had already begun to slack off and production was winding down with only existing stocks of parts being used. In January, as cars were still leaving the plant, the buildings were receiving camouflage paint. Lyons arranged for David Rosenfield Ltd, a large dealer in Manchester, to buy all of the unsold cars in stock. Through 1939 sales plummeted, cash reserves were absorbed and suppliers were looking for overdue payments. At the November AGM (Annual General Meeting) Lyons was forced to announce to the shareholders and directors that for the first time since going public no dividend would be paid. With aircraft contracts quickly being grabbed by larger manufacturers Lyons became hard pressed to keep his business afloat. SS Cars was able to land a small contract to do repairs on the old Armstrong-Siddeley bomber that was being replaced by the new Avro Manchester craft. Fortunately their wholly owned subsidiary, Swallow Sidecar Company Ltd was awarded a rather large military contract for sidecars. By the end of the war they would deliver over 10,000. With the tide rising, this would surely help, but the future of SS Cars Ltd was, along with everything else, quite uncertain. At 38 William Lyons had faced many challenges over the past 18 years building a well respected luxury and sports car business. He had been able to, by luck, skill or otherwise, turn adversity into opportunity after the crash at the end of the twenties and the Great Slump in the early thirties, but that did not seem likely as he and SS Cars Ltd entered the very uncertain forties.

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Recognizing 1963 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 own that model year, and the Series 1.0/1.25/1.5 variants sometimes causes confusion. I certainly can remember better, and refer to later, if I write it down!! I have expanded to cover changes in all the model years, one year each month, to be done by my 68th birthday.

1963 was an interesting year, because the standard production RHD OTS chassis numbers also included the lightweight cars that the factory produced for their best racing customers. Actually a few 1961 standard production built cars were modified by replacing steel components with aluminum, and even changing roadsters into fixed head coupes for lower drag. These preceded the lightweights. I will mention two evolutionary cars below.

Auto manufactures dabble in racing in several different ways, for different reasons. First and foremost, anyone interested in cars and in the car business, probably likes to go fast! When you look at Ferrari, Enzo's passion was race cars. That is all he wanted to build. He started a non-track road car version to bring in additional money, to help support the racing program. Ford went into the racing program to increase publicity, and increase sales in the primary car lines. "Win on Sunday, Sell on Monday". Jaguar had raced and won 5 times at Le Mans in the 50's, with D types. When the E-Type production rocketed into full gear, the decision was made that a racing program was not needed to encourage more cars sales. Jaguar had all the sales they wanted. Jaguar also was concentrating their development engineers on the V-12, which would take many more years to complete. They decided they would support their dealers and best racing customers, with factory support for their purchased cars to race. Briggs Cunningham was an exception as he was loaned cars, and raced them at his expense. He never really owned the three light weights #2, #7, and #8. That is a good customer!!

I wanted to share a new term I learned: Homologation special—is a road legal car, produced in limited series by a manufacturer to meet a race sanctioning body requirement. In a given year, manufactures had to also produce at least 100 similar production cars. The lightweights fall into this category, and could be modified for racing. If you google this term, you may come across a list of over 440 race type cars (and motorcycles) that are the who's who of cool cars. The list I found had three Jags on it: the lightweights, the XKSS, and the XJ220-S.

The competition E-Types, also known as the 12 lightweights, were very similar, but all also had slight differences between them. All had an "S" in their chassis number preceding it, and an "S" in their engine number at the end. Also most were delivered with a Close Ratio gearbox, and their gearbox numbers have a "CR" in them. All started as RHD OTS, and either had an aluminum hardtop, or a low drag coupe top added. The monocoque center section and bonnet were switched to aluminum, but the framework tubing holding the engine was untouched and remained steel. The engine cylinder blocks were aluminum, along with the previously developed D type wide angle head with higher lift camshafts. Lucas mechanical fuel injection was used. These engines were in the 340 HP range. The spare tire was dumped to increase fuel capacity to as much as 46 gallons. Stiffer springs were used, along with stiffer rear rubber mountings. Brakes were upgraded with thicker discs and pads, along with replacement of the bellows type Kelsey-Hayes servo for a Lockheed dual line vacuum pressure booster. All reverted back to outside bonnet latches, as it was easier to access the engine bay.

TWO EVOLUTIONARY CARS

Chassis number 850005 was completed on 14 April 1961 as a RHD OTS, and was part of Tommy Sopwith's Equipe Endeavour team. It was raced to victory by driver Graham Hill at Oulton Park 16 April 1961 on it's first outing, as well as competing in other races. Registration was ECD 400. The car is reported to survive, and to have been restored in the late seventies or mid-eighties.

Chassis number 860004 was completed on 13 September 1961 as a RHD FHC, and was sold to Elmer Richard (Dick) Protheroe. It originally was opalescent gun metal grey and he had it delivered with triple Webers and a production D type head. He modified it by adding competition wide rims and new brakes from the Mark 9 salon, and took it racing. In 1962 he participated and finished in no less than 12 races. Originally registered as 636CJU, and later switched to CUT7. Dick's success was rewarded by Jaguar by offering to him to buy prototype EC1001, which was a low drag coupe, that he did buy and raced successfully. He later changed the low drag coupe's registration to CUT7.

THE LIGHTWEIGHTS

Car #1- Chassis S850006 was built March 1961, not as a production lightweight, but rather as a standard production car. It originally was painted pearl grey with an aluminum hardtop. This car was first supplied to owner John Coombs and was gradually modified. It

Recognizing 1963 E-Type Changes (cont'd.)

also raced at Oulton Park 16 April 1961, and came in third, behind Graham Hills' E-Type and an Aston Martin. It was considered to be an unofficial works developed car as it started life with a steel body, but after a 1962 crash it was rebuilt with lighter grade steel, and an aluminum body shell and block. The car gradually transformed into the first lightweight. The car had numerous first place wins in 1962. It suffered another crash in 1994 at Silverstone. It wore registration # BUY1 initially, then switched to 4WPD, and maybe others.

Car #2- Chassis S850659 was built March 1963, first wearing white with two blue stripes with an aluminum hardtop. First supplied/loaned to Briggs Cunningham and raced at Sebring in 1963 (8th) and Le Mans (9th) and in the States. This was the first lightweight car supplied with an aluminum body and block. Wore reg # 5114WK and 5115WK (bonnet swapping happened!)(See car #7).

Car #3- Chassis S850660 was built March 1963, first wearing white with two red stripes and four blue pin-stripes with an aluminum hardtop. First sold to Kjell Qvale (an importer) in US and raced at Sebring in 1963 (7th). Wore reg # 5113WK.

Car #4- Chassis S850661 was built April 1963, first wearing light green with an aluminum hardtop. First sold to C.T(ommy) Atkins who raced in 1963, with several top 3 finishes. Wore reg # 86PJ.

Car #5- Chassis S850662 was built May 1963, first wearing silver and started life as an OTS, but fitted at the factory with a low drag roofline. Sold to West Germany importer Peter Lindner and partner Peter Knocker. They raced in 1963 and 64, with a 64 Le Mans (DNF). Tragically Lindner was involved in a collision at Montlhery in France on the 85th lap with Franco Patria's Abarth Simca after aquaplaning at high speed in front of the pits. Both drivers and three race marshals died. The car was impounded in France for 17 years at the track for a potential lawsuit that never materialized. It was finally rebuilt by Lynx Engineering. Wore reg # 4868WK.

Car #6- Chassis S850663 was built May 1963, first wearing British Racing Green with a FHC low drag roofline. Sold to Peter Lumsden and Peter Sargent who raced in 1963 and crashed at Nurburging. Car was rebuilt by the factory. Wore reg # 49FXN.

Car #7- Chassis S850664 was built June 1963, first wearing white with two blue stripes with an aluminum hardtop. Car was supplied/loaned to Briggs Cunningham and immediately raced at Le Mans in 1963(DNF-

gearbox issues). Wore reg # 5114WK and 5115WK (bonnet swapping happened!)(See car #2).

Car #8- Chassis S850665 was built June 1963, first wearing white with two blue stripes with an aluminum hardtop. Car was supplied/loaned to Briggs Cunningham and immediately raced at Le Mans in 1963, crashing and catching fire and destroyed. Peter Salvadori was the driver, who was ejected out the rear window after hitting an oil spill at the end of the Mulsanne Straight. The engine was removed for another Cunningham lightweight, and some other parts salvaged. Wore reg # 5116WK.

Car #9- Chassis S850666 was built in July 1963, first wearing British Racing Green with an aluminum hardtop. Car was sold to Peter Sutcliffe, a British textile manufacturer, and raced in Europe in 1963, and later in South Africa. Wore reg # YVH210.

Car #10- Chassis S850667 was built in August 1963, wearing white with a narrow blue stripe with an aluminum hardtop. Car was sold to Bob Jane and raced in 1964 in England, Europe, and Australia. He was considered the most successful lightweight owner in 1964, participating in no less than 14 races that year. Wore reg # BEN152.

Car #11- Chassis S850668 was built December 1963, first wearing silver with an aluminum hardtop. First sold to Dick Wilkins as a road car and for hill climbs. The car now resides in Washington state. Wore reg # 2GXO.

Car #12- Chassis S850669 was built January 1964, first wearing white with an aluminum hardtop. First sold to Phil Scragg for road sprints and hill climbs. Resides in California. Wore reg # PS1175.

THE SEMI-LIGHTWEIGHT E-TYPES

Car #13- Chassis S850817 was built July 1964, first wearing gun metal grey with a black hardtop. It was outfitted with Webers, a steel monocoque, and alloy bonnet. Built for Sr Hugh Ropner being ordered directly thru his friend, Jaguar Chief Engineer William Heynes, to be used as his road car. Wore reg # CIX672C.

Car #14-Chassis S890193 was built July 1964, as a LHD FHC, wearing white with a blue stripe. It maintained a steel monocoque with an aluminum bonnet and block. The car was built for Pierre Bardinon of France, who used it as a road car.

Back to the 1963 easily recognized production changes:

Recognizing 1963 E-Type Changes (cont'd.)

1) Starting 3 January 1963 (after completing approximately 8,650 cars), after engine R 9700, all engines came with a new oil dipstick, switching from flat to semi-circular. Note chassis numbers are not exact, as engines were not always installed in exact numerical sequence. Starting:

LHD chassis- 878877(OTS)//888070(FHC);
RHD chassis- 850647(OTS)//861059(FHC).

2) Starting 17 January 1963 (after completing 8,795 cars), the single flat screwdriver in the toolkit was replaced with a combo screwdriver, as Phillips screws were now added to some places on the cars. Starting:

LHD chassis- 878937(OTS)//888139(FHC);
RHD chassis- 850648(OTS)//861071(FHC).

3) Starting 31 January 1963 (after completing 8,906 cars), the round tops to the brake reservoirs were changed to utilize side electrical float connections, instead of wire connections thru the tops of the caps. Also new level indicators were incorporated. Starting:

LHD chassis- 878980(OTS)//888185(FHC);
RHD chassis- 850655(OTS)//861086(FHC).

Interesting trivia-- around the same date, Jaguar hit the milestone of producing/assigning 9000 E-type engines and numbers. This became recognizable as assigned engine numbers started as R1001-9, and around this date the sequence took them to R9999-9. The decision was made to carry on assigning engine numbers as RA1001-9, all the way through RA7570-9. The "-9" is the compression ratio, and around 2000 engines came as "-8" compression ratio, made mostly for export to European markets.

4) Starting 1 May 1963 (after completing 10,107 cars), arm rests were added on both doors. The vinyl tops matched the interior color of the car. The bottom half on all were gray plastic (in a later year arm rests are removed, and then reappear again later with a simpler variant). Starting:

LHD chassis- 879496(OTS)//888698(FHC);
RHD chassis- 850724(OTS)//861189(FHC).

5) Starting 19 June 1963 (after completing 10,573 cars), the center storage box with elbow rest was added between the seats, and the top was covered in matching interior leather. Leather also was added to cover the gear shift surround. Starting:

LHD chassis -879761(OTS)//888859(FHC);
RHD chassis- 850737(OTS)//861216(FHC).

6) Starting 30 July 1963 (after completing 10,839 cars), the center instrument panel was changed from aluminum to covered in black vinyl, along with the radio panel being changed from aluminum to leather. Starting:

LHD chassis- 879803(OTS)// 889030(FHC);
RHD chassis- 850752(OTS)//861254(FHC).

7) Starting 16 August 1963 (after completing 11,112 cars), the tail pipes and mufflers were modified. Earlier versions had long mufflers and short tail pipes, and switched to shorter mufflers and longer tail pipes. It should be noted both versions were overall the same length, but both really are too short for the length of the car to prevent soot. A fix for this (another longer variant) is coming in 1968. Starting:

LHD chassis- 879990(OTS)//889096(FHC);
RHD chassis- 850755(OTS)//861271(FHC).

Next month, the last of the 3.8's, and we will talk color choices.

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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. Researcher beware, an owner sometimes types in the wrong data, or could post a recent (modified) photo of his car that is not original. They have a write-up about each lightweight.

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

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

REF 6- Paul Skilleter's book, "The Jaguar E-Type, A collectors guide", has an excellent chapter on the lightweights.

REF 7- Chris Harvey's book, "E-Type, End of an Era", has additional information on racing E-Types.

# Recognizing 1963 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 article on the last follow-on Series 1(3.8) model year.

**TABLE 1: Total production of Series 1 3.8 Liter E-TYPES, 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(+7)         | 1716        | 388         |
| 1964 (thru Aug) | 2697         | 1079        | 136             | 1122        | 360         |
|                 |              |             |                 |             |             |
| <b>TOTAL</b>    | <b>15493</b> | <b>6886</b> | <b>936 (+7)</b> | <b>5872</b> | <b>1799</b> |

**KEY**

(+numbers)- indicates additional chassis numbers allocated, but not produced.

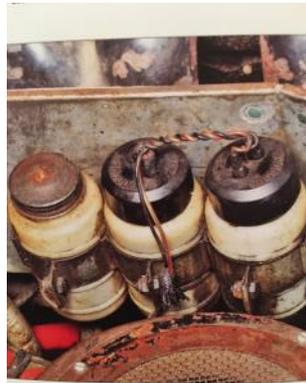
**TABLE 2: CHASSIS NUMBERS ALLOCATED**

| YEAR             | CHASSIS #               | OTS LHD | OTS RHD | FHC LHD | FHC RHD |
|------------------|-------------------------|---------|---------|---------|---------|
| 1961             | 1 <sup>st</sup> Chassis | 875001  | 850001  | 885001  | 860001  |
|                  | 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  |
| (10 August 1964) | Last Chassis            | 881886  | 850943  | 890872  | 861799  |

# Recognizing 1963 E-Type Changes Photos



Newer semi-circular oil dipstick



Brake reservoir top connections



Brake reservoir side connections



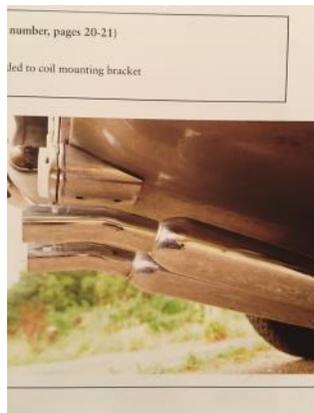
Arm rest added



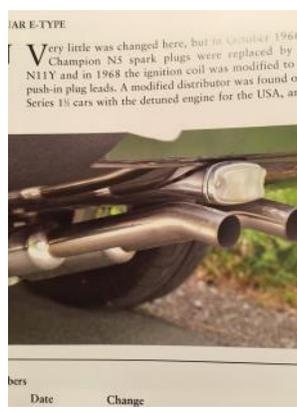
Storage box added.



Instrument panel switched to black vinyl



Long mufflers and short tail pipes



Short mufflers and long tail pipes

# 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  
Bring a trailer,



**Spring Special - \$1,999 cash!!!**



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



## Parts for Sale

Parts shown in the photos are for sale. Console covers, badges and door handle are \$20. All other parts are \$10.

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

## Jaguar Items For Sale



E-Type Cookie Jar, one of a kind—\$250  
Demo Production Jacket, large, one of a kind—\$495  
Jaguar Phone, 1 in box \$150, 2 without box, \$125 each.  
Scarf, mild staining, make an offer.



Other items available.



Contact: Alan Aptner  
[alfamail654@gmail.com](mailto:alfamail654@gmail.com)  
215-630-5904



# CLASSIFIED

## 1976 Jaguar XJ6L



Classy Jaguar XJ6 L (Long wheel base - Limo Style)

Excellent condition

One owner since new from famous Arlen Specter-  
US senator from PA

Original white with red leather interior

Original factory chrome wheels with new mag style jag wheels available

Carbs just rebuilt

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New tires | Low miles | Many service records

Own a famous collectable classic -one of a kind!

Interested? Please inquire with me for info.

Steve's cell: 484-885-9259



---

## Thanks to Mike Wolf

---

On November 14, 2021, Melissa Benhaim contacted the Delaware Valley Jaguar Club through its web site with a special request. Her mother was turning 75 and she had always wanted to ride in a Jaguar. We sent out a notice to the membership of the request and Mike Wolf stepped forward and offered to grant this request. There were several delays but it finally happened. Below is an email I received from Melissa. Mike Wolf made a friend.

---

Hi Brian,

I wanted to let you know (a bit belatedly, apologies) that my mom did the Jaguar ride with Mike Wolf, and it was wonderful. We ended up not doing it in December as my mom got a stomach bug while I was there, and then I didn't come back until April due to Covid, so we arranged for a nice spring day then. I've been on the go since so I apologize for not sending this sooner.

I've attached a photo of my mom with the car.

Mike took her on a drive around the Villanova area, and she loved it.

Thanks again for helping make this happen! It was a truly memorable gift for my mom's milestone birthday.

Melissa



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# DVJC Golf Open 2022

Photos By: Chuck Kitson and Mick VanVlijmen

On Friday May 13, 2022, that's right, a Day full of eeriness and frights and a Day to be feared and avoided at all costs, your Delaware Valley Jaguar Club held its second annual golf gathering. The DVJC 2022 Golf Open event took place at 5 Ponds Golf Course in Warminster, PA. Twelve club members and three guests participated in the best ball format.

Knowing weather may be a concern and completely beyond our control, Mick Van Vlijmen and I took a knee on 5 Ponds parking lot Friday morning and looked up to the heavens shielded by mist, fog and clouds, to pray to the God of miracles to hold off the rain for a while. Our prayers were answered receiving a reprieve from the rain.

All skill levels were represented—low scorers, high scorers, beginners, duffers, and weekend hackers. The foursome of Mick Van Vlijmen, Kevin Fitzgerald, Bart Schmidt and Tony Tinari

took the DVJC 2022 Golf Open Foursome Best Score Trophy. It was Tony's second year going home with the best score trophy. Noe LaFramboise lay hold the Longest Drive Trophy and Bill Beible landed the Closest to the Pin Trophy. All participants received a DVJC 2022 Golf Open Champion Trophy. A good time was had by all playing the game of Hit It, Find It and Hit It, Again. Our "Chief Coach and Cheerleader", Paul Merluzzi, unfortunately could not join us this year but we hope to see Paul at our 2023 Open.,

As Bobby Jones said:

"GOLF IS THE CLOSEST GAME TO THE  
GAME WE CALL LIFE  
YOU GET BAD BREAK FROM GOOD  
SHOTS;  
GOOD BREAKS FROM BAD SHOTS  
BUT YOU HAVE TO PLAY THE BALL  
WHERE IT LIES"



# Jaguars on the Chesapeake

It's getting closer



Get your hotel reservation now for a fun weekend in [Rock Hall](#) 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.

Friday September 16: Morning Scenic Drive, afternoon Sailing with DVJC member Captain Mark Einstein on [Blue Crab Chesapeake Charters](#), Buffet dinner at the Rock Hall Yacht Club.

Saturday September 17:

- Car Show on grounds of [Rock Hall Yacht Club](#); special section for Jaguars.
- Crab Feast at on the deck at [Waterman's Crab House](#) with live music to follow.

Sunday September 18: Group Breakfast. Enjoy the day!

Accommodations: 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 [bed & breakfast inns](#).

- [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.
- The Duck Inn??
- [Red Roof Inn & Suites - Chestertown](#) – 410-810-0555, about twenty minutes to Rock Hall and Yacht Club.
- [Comfort Inn & Suites - Chestertown](#) – 410-778-0778, about twenty minutes from Rock Hall & Yacht Club.

Please [email](#) to indicate your interest. Website will open for registration within the next month or two.

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



DELaware VALLEY JAGUAR CLUB

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## DVJC MERCHANDISE FOR SALE

DVJC merchandise is available for purchase online at the club website ([delvaljaguarclub.com](http://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 [jagnoe@att.net](mailto:jagnoe@att.net) 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**



**Logo Lapel Pin \$3**



**Leaper Keychain \$5**



**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 [jagnoe@att.net](mailto:jagnoe@att.net) and send him the name(s) as you would like it to appear on each name tag.

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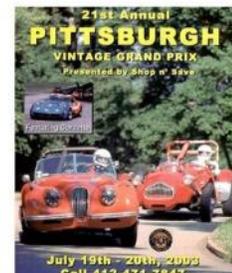
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# The DVJC Library is now open!

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](mailto: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 [library@delvaljaguarclub.com](mailto:library@delvaljaguarclub.com)

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 fingerprints 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.

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# 1987 Jaguar XJ-SC

By: Jay Greene

The white 1987 Jaguar XJ-SC that you see featured in June on our 2022 calendar was my first Jaguar. I was looking for a project car to keep myself busy during the upcoming winter of 2018. I had considered a C3 Corvette, Mercedes Benz SL450 or BMW 845. This one kept showing up on Craigslist at the most attractive price. I kept telling myself not to buy it because it was too rusty.

I have been to numerous car shows and always liked the looks of the XJ-S. This one was quite distinctive because it is the cabriolet version with T-tops. It is actually rather rare. There are probably about 500 running examples in the US. This one was straight and all original. And cheap. I was hooked.

The owner was not able to get it to start, but assured me it ran when it was parked a few years ago. Note to self: never buy a car that has been stored with a tarp over grass in the back yard. The tarp does not protect the paint much, but it sure does trap moisture. The resulting corrosion not only rusts body panels, it affects every electrical connection. This puts the already vulnerable Lucas system in great peril.

Not exactly provenance, but the owner told me a story of a former owner who had driven the car with the back top unsecured. It tumbled off the back of the car and broke the window. I figured a rear window was not going to be a problem, so I went ahead and bought the 80,000-mile car for \$1100. The back window was a problem. I would begin to feel like I paid way too much.

The first order of business was to get it off the flatbed tow truck and into the garage. This was the first lesson in buying a car that has been sitting unused outside. Three people could barely maneuver it in the driveway. The brakes were seized, so I needed to push it into the garage using my other car. I had plenty of work in store just to remove the inboard calipers!

Most people were terrified of the fuel injected V-12 and Lucas, the Prince of Darkness. No one would miss the thirsty V-12 attached to a GM Turbo-Hydramatic, so I thought this would be a good platform for an electric conversion. I was not going to need the exhaust system or anything else related to making this car a rolling heat ex-

changer. In the end, the batteries, inverters and other electronic bits needed for the conversion would cost me \$20 to \$30K, excluding my time and effort. Perfect examples of the XJ-S were only selling for about \$15K at the time, so I abandoned that idea.

As I got to know the car with the help of online forums and Kirby's 'Experience in a Book,' I concluded it would be best to get it running. I bought a welder and sheet metal to repair the rust. I practiced making and welding the floor boards before moving on to all the quarter panels. After each repair, a coat of Rustoleum would protect it and not look like it was in primer all the time.

It took the entire summer of 2019 to get it to run. I must have had the distributor out a dozen times. It would drive like I was towing a boat until it finally got to 2800 rpm, then it took off like a screaming banshee. I tried a questionable replacement ECU. It would idle roughly and spray raw fuel out the open exhaust header on the passenger side. After a few more cranks, the pistons refused to move. Upon checking the oil level, the crankcase had filled with over a gallon of fuel. The injectors were held fully open all the time on that bank! Ok, that ECU was bad.

In the end, the original-looking vacuum advance arm in the distributor was too short, causing the timing to be much too retarded at idle and much too advanced over 3000 rpm. The spark off the rotor under the distributor cap was jumping from one cylinder to the previous cylinder as the centrifugal weights advanced the timing. Having solved this by drilling a small hole to reposition the rotor, it was on to the next issue.

I could get it to drive in 1<sup>st</sup> or 2<sup>nd</sup> gear, but it would never go into 3<sup>rd</sup>. I took it to the local transmission franchise for a diagnosis. They determined that the tranny needed to be rebuilt. They said that it normally costs \$1800, but they would charge me \$2300. I thanked them and opted not to. Instead I discovered that the kickdown microswitch on the throttle pedestal was stuck closed. Unplugging the microswitch solved the problem. Another major repair for zero dollars!

I made the rust repairs, got it running, got it inspected, painted it with a lot of spray cans and continued to make more repairs. I ran it at our

## 1987 Jaguar XJ-SC (continued)

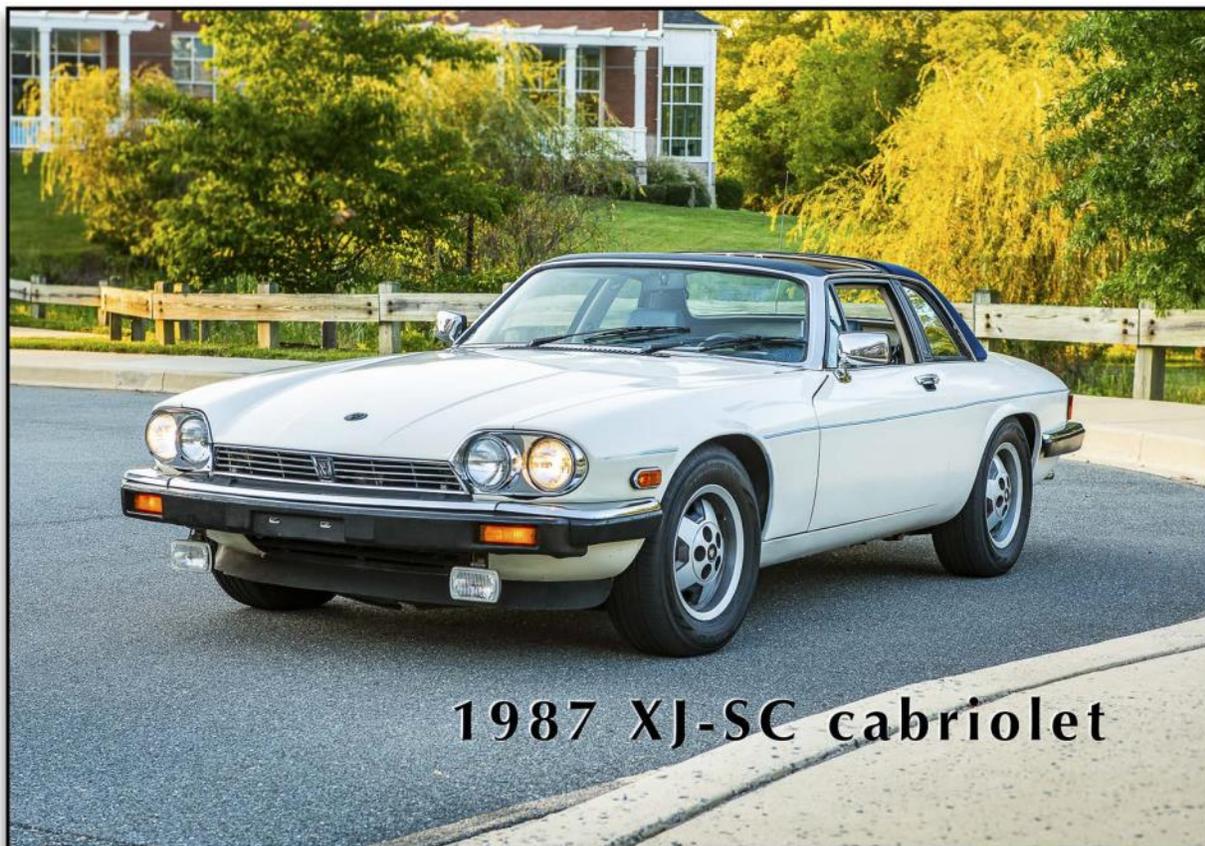
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Slalom event and ranked third nationally for JCNA. Dean Cusano saw it at our 2021 Concours and invited me to remove parts from his parts car, a sister car to this one. With a complete set of carpets, redone headliner, stereo with Bluetooth and engine cooling under control, it was now a pleasant driver.

With just the HVAC system left to work through, I decided to sell it to make room for the low mileage black XJ-SC project car I had bought in January 2020. I sold the white car to a fellow enthusi-

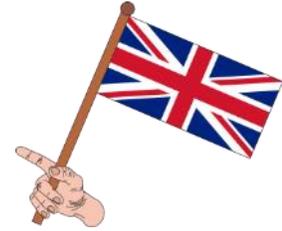
ast in the Netherlands. We went on a test drive using Facetime. He was glad to see the light rain like he would encounter and the fact that the wipers actually worked. I enjoyed spinning the tires for him in a first to second shift at 6000 rpm!

I had never owned a Jaguar before, but I fell in love with this abandoned and abused V-12 XJS Cabriolet. Open top, twelve cylinders and the comradery of the Jaguar Club. What could be better? Doing it again!





## 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 an 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](mailto:bhc166@aol.com).
- All responses will be published in the Purr. Please note that, due to publication reviews and editing, articles may be published a month or two later than submitted. As a reminder, the current month's issue of the Purr is always available on the website at <https://delvaljaguarclub.com>



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# Delaware Valley Jaguar Club

**Check one:**  **Member Profile Update**  **Renewal**  
 **Application for New Membership**

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

Member Name: 

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

JCNA Number: 

|  |  |
|--|--|
|  |  |
|--|--|

Renewing or previous members

Address: 

|                       |                         |
|-----------------------|-------------------------|
|                       |                         |
| <i>Street Address</i> | <i>Apartment/Unit #</i> |

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

Phone 1: 



 Phone 2:

Email:

Occupation (optional): 



 Retired?

Co-Member Name: 

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

**Definition of membership:** For the purposes of JCNA membership, the term "Member" is deemed to include the primary member and his/her spouse or significant other living in the same household, and children of the "member" 18 years of age and younger (i.e., up to the year in which the child turns 18). **Youth Enthusiasts\*** membership is available at a cost of \$35.00 for members 25 years of age or younger. Includes a one year subscription to the *Jaguar Journal*, a bi-monthly publication distributed by Jaguar Clubs of North America, Inc., and the *The Jaguar's Purr*, the local club monthly newsletter by e-mail with free Classified Ads for members.

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

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

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

**Annual Dues:**

Full Members receiving electronic copies of Purr newsletter \$75.00

**New** Members joining after July 1 \$55.00

Youth Enthusiast \$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 |
|               |       |           |       |      |
|               |       |           |       |      |
|               |       |           |       |      |
|               |       |           |       |      |
|               |       |           |       |      |
|               |       |           |       |      |
|               |       |           |       |      |
|               |       |           |       |      |
|               |       |           |       |      |

**Emergency Contact Information**

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

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

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

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

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



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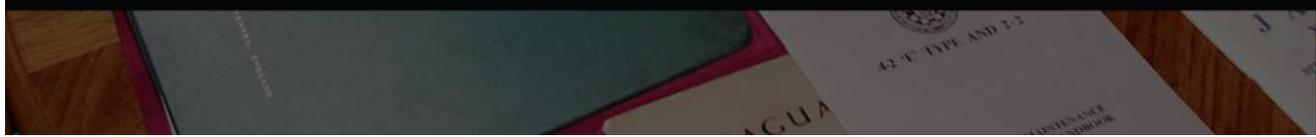
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# Car Enthusiast Events 2022

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

## 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-annual-concours-delegance](http://jcna.com/events/2022-dvjc-annual-concours-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. [bmr-scca.org/pagoda/index.html](http://bmr-scca.org/pagoda/index.html)

**June 25: Wings and Wheels Festival with car show.** Starting 7:30 am. Lancaster Airport. 500 Airport Rd, Lititz, PA 17543. [carruisefinder.com/pennsylvania-car-shows/event/wheels-wings-festival-5k-run/](http://carruisefinder.com/pennsylvania-car-shows/event/wheels-wings-festival-5k-run/)

## JULY

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

**Date TBD: Newtown Antique and Classic Car Show,** Newtown, PA. [www.newtownba.org/](http://www.newtownba.org/) or email [info@NewtownBA.org](mailto:info@NewtownBA.org).

**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](http://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.

## 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. [theglen.com/events/2022-hilliard-u-s-vintage-grand-prix/](http://theglen.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. [coatesville-grandprix.com/](http://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. [www.dvcmg.com/events/dvc-car-show/](http://www.dvcmg.com/events/dvc-car-show/)

**September 28- October 2: Fall Carlisle Automotive Flea Market and Car Corral.** Starting at 7 am. [special.hemmings.com/events/detail?listing\\_id=59782](http://special.hemmings.com/events/detail?listing_id=59782)

# Car Enthusiast Events 2022

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## 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. [exhpo.com/int/eastern-fall-meet/](http://exhpo.com/int/eastern-fall-meet/)

**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](http://flemingtonspeedwayhistoricalsociety.com/about-us.html) or [info@flemingtonspeedwayhistoricalsociety.com](mailto: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/](http://steelstacks.org/carsandcoffee/)



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