
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB

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October 2022

Rockin' in Rock Hall



From September 16th through 18th members of the Delaware Valley Jaguar Club gathered in Rock Hall, Maryland for a spectacular outing. Friday saw a scenic drive, 2 hour sailboat cruise, and dinner at the Rock Hall Yacht Club. On Saturday there was a car show at the Rock Hall Yacht Club followed by dinner at Waterman's Crab House. Members closed out the event by gathering for breakfast at Beverly's Restaurant in Chestertown, Maryland before heading home. Thanks to Bill and Nancy Beible, Mark and Suzanne Einstein and Gary DiVito for organizing this event and arranging for spectacular weather. Seen above are DVJC members at the Rock Hall Yacht Club. Read more on page 5.



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 38 & 39 to update information.

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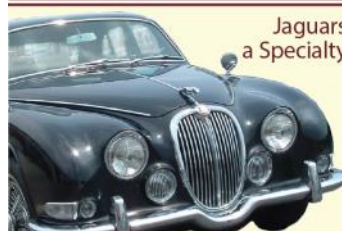
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ADVERTISING RATES

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

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

Quarter Page \$95 / year; \$20 /
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Upcoming DVJC Events

October 14-16, 2022

**Penn York Rally (see pp. 47—49)
Beach Lake Fire Dept, Beach Lake, PA**

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

**October 16, 2022
10:00 a.m.**

**Sunday Breakfast at Fort Washington State Park
Fort Washington, PA**

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

November 6, 2022

**Phil-A-Trunk Charity Event
More Information to Follow**

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

**November 19, 2022
10:30 a.m.—12:30 p.m.**

RSVP Required

**DVJC Jags & Java Junket
Cannonball Storage and Jaguar Willow Grove**

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

**December 10, 2022
10:00 a.m.—12:00p.m.**

RSVP Required

**Breakfast Social at Spring House Tavern
1032 N. Bethlehem Pike, Ambler, PA**

Contact: [Click Here](#) for more information and to register

**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 *October 2022*

Wow! September was a busy, fun-filled month that began with a Gathering of Friends at Margaret and Alan Browns' home. Five short days later, we met again on the Maryland Eastern Shore for Jaguars on the Chesapeake and closed the month with our 17th annual JCNA Slalom competition.



[Margaret and Alan hosted forty people \(and their cars\)](#) at their park-like property in Solebury (Bucks County) on a magnificent Sunday afternoon. Guests from across our club enjoyed good and plentiful food along with relaxing conversation (and a few Jaguar "war stories"). Thanks to the Browns for organizing and hosting the event!

Just five days later, forty-two of us met on the eastern shore in [Rock Hall, Maryland for a weekend of fun, food and good times](#). Once again, we were fortunate to have picture-perfect weather as the backdrop for our festivities. We began Friday with a scenic drive through beautiful countryside including a stop at Bogles Wharf in the Eastern Neck Wildlife Refuge. There, we had a magnificent view of the Chester River near where it opens into the Chesapeake Bay. DVJC landlubbers magically transformed into sailors on Friday afternoon. The bay was calm but, unfortunately, that means there was not much wind. As a result, the captains of our three boats showcased their skills with "motor sailing" to supplement what little help the sails provided. No one minded, however as we passed the time sipping complimentary margaritas while relaxing on the Chesapeake and its tributaries.

A cocktail hour and buffet dinner followed at the Rock Hall Yacht Club. This is the dessert we could have had if I had remembered to order it. (If you were there, you understand.)



Saturday morning, most everyone participated in the "Show Your Wheels" car show at the yacht club. There were over one hundred cars, trucks and motorcycles on display with special sections set aside for Jaguars and Corvettes. All spectators, including show entrants voted for their favorite cars.



The Petrows won first place in the Jaguar class for their recently acquired XK150. Gary Di Vito's primrose E-Type was awarded second place and Jim and Denise Sjoreen took home third place in the class. Ed and Carol's car was also recognized for Best in

Show. Saturday was capped off with a great dinner on the deck at Waterman's Crab House. The weekend wrapped up with breakfast at Beverly's Restaurant in Chestertown on Sunday morning.

Nancy and I want to publicly thank Suzanne and Mark Einstein and Gary Di Vito for helping us make this a successful event. They provided essential "local knowledge," organized the sailing and mapped out the scenic drive.

Looking ahead, please share your ideas for a multi-day event in the fall of 2023. Nancy and I have really enjoyed planning these special fall events the past two years. We must soon begin planning for fall 2023.

Closing out the month, the 17th Annual DVJC Slalom took place on Saturday September 24 at Garnet Valley High School in Glen Mills, PA. Seven competitors put their cars and driving skills to the test

Your Monthly Bill *October 2022 (continued)*

against the clock. The course is only about 1700 feet long and consists of three laps, an hourglass, figure eight and oval successively. While it appears to be simple, someone always gets “lost” on the course. [Videos](#) and [photos](#) of the day’s competition can be viewed in the Gallery on our website. Most years, several DVJC members win JCNA North American awards for their slalom times. You can review [past years’ results on the JCNA website](#). After the stress and strain of competition, drivers, volunteers and spectators retired to McKenzie Brew House for a post-race “debriefing” including food and beer. “Thank you” to Rich Rosen for organizing the slalom as he does each year. Jim Sjoeren, Susan Rosen and Bob Hartman contributed their time scoring and serving as the starter. (See page 9 for results)

DVJC will be holding another of our “famous” outdoor Sunday breakfasts at Ft. Washington State Park on October 16 at 10:00 AM. We should have perfect autumn weather that day!



Mark your calendars now for a new (to DVJC) event on November 6. We will be participating in the fourth annual [Phil-a-Trunk](#) food drive and car show at the sports complex in South Philly. This is the largest single location food drive in the United States and benefits Phil-a-Bundance. Each of the thirty-five participating clubs drives

to the donation station as a group where the food is weighed to tally up each club’s contribution to the charity. Bands are playing throughout the day at [Xfinity Live](#). Of course, food and other essentials are available all day. This is a great opportunity to give to those less fortunate than we are. Let’s have a great turnout for our first year. Website registration will be available soon.

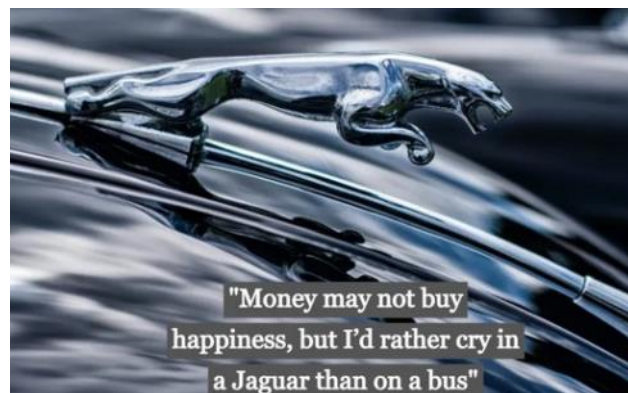
Later in the month, Tony Tinari is organizing an event on Saturday November 19. It begins with Cars and Coffee at [Cannonball Storage](#) in Huntington Valley followed by a drive through several interesting areas, concluding with lunch at [Jaguar Willow Grove](#). Refer to the flyer on page 8. Website registration will be available once details are finalized.

Our 2022 event calendar wraps up with breakfast at the Spring House Tavern on Saturday December 10.

Elections: Nominations for officer and director positions for the 2023 – 2024 term are now open. While all incumbents have volunteered to stand for re-election, I encourage everyone who is interested in a leadership position in our club to place his or her name in nomination by emailing Paul Merluzzi at pawlym@aol.com. While there is, of course, some work involved, it is rewarding to see our members having fun with each other while enjoying our common interest in Jaguars.

Have an enjoyable October.

Bill



DVJC Solicitation for Club Officer and Director Nominations

Dear DVJC Members:

ELECTION

Our bi-annual election of Officers and Directors will be happening in December. As of the date of this message, all incumbent Officers and Directors will be running for re-election. The incumbents are:

President, Bill Beible
Vice President, Paul Trout
Treasurer, Jim Sjoreen
Secretary, Greg Morrison
Membership Director, Tony Tinari
Director, Mike Wolf
Director, Tom Shaner
Director, Rich Rosen
Director, Brian Craig

If you wish to run or nominate someone for any of the positions listed above, please contact Paul Merluzzi at pawlym@aol.com by 11/18/2022, as indicated in the table below. Though you may feel that running against an incumbent is a challenge, putting your hat in the ring will give you exposure to club members on this election cycle. The election process will be handled electronically, so make sure Brian Craig (bhc166@aol.com) has your correct email address. Instructions will be published as we get closer to the voting period.

SCHEDULE FOR NOMINATIONS AND VOTING

Steps	Method/Timing
Solicit Candidates	09/01/22 – Purr, website, email blast
Publish preliminary Candidate List	11/01/22– Purr, website, email blast
Solicit final nominations	11/18/22 – End of nominating period
Publish final candidate list; begin voting period	12/01/22 – Purr and website
End voting period	12/09/22 - Deadline for electronic vote completion.
Announce winning candidates	12/16/22 – Website, email blast

NOTE: Updated election information is and will be available on the Delaware Valley Jaguar Club web site. You must be an active DVJC member and have registered on the web site to view this information. To view the information log on to the DVJC web site, go to the Members tab and click on 2023-24 Election Information.

DVJC JAGS & JAVA JUNKET

Saturday, November 19, 2022

For our last driving event of the season, we'll host a three-part event:

9:00-10:30 a.m. "Cannonball, Cars & Coffee"

Cannonball Storage, 33 Tomlinson Road, Huntingdon Valley, PA 19006



Tour this state-of-the-art collector car storage facility, with morning refreshments from their coffee truck vendor and a brief informal Q & A with owner Chris Allen re: his racing exploits, some unusual vehicles (Ferrari 400i, Ligier



LMP3 car, NASCAR and Formula 1 racers), the business enterprise, and perhaps the illustrious Cannonball Run. There will be plenty of parking in front of the facility for DVJC cars.



10:45-11:45 a.m. "Eastern Montgomery County Scenic Drive"

Leave Cannonball Storage on a self-guided (according to printed instructions) route to include Bryn Athyn Cathedral and national landmark historic district, Glencairn & Cairnwood Academy of Church

Campus, and Pennypack terminating at the Jaguar



Estates, the New College Ecological Restoration Trust, Willow Grove dealership.



12:00-1:30 p.m.- Buffet Lunch

Enjoy a buffet lunch and facility tour at the new showroom of Jaguar Willow Grove, 900 South York Road, Willow Grove, PA 19090.



There is no charge for this event, however you must pre-register for this event on the DVJC website. All parts of the event are rain or shine. Guests of DVJC Members are welcome!

https://www.jcna.com/eventresult/dvjc-17th-annual-slamom-result

DVJC 17TH ANNUAL SLALOM RESULT

View Edit

Status	JCNA#	Member Name	Car Description	Specific Name	Score	Class
Published	NE33-54850J	Bill and Nancy Beible	2008 XKR Conv., BRG	Bill Beible	48.974	L - Two Wheel Drive Supercharged GT Cars - XKR, XJR and S-Type R (1999-present)
Published	NE33-41093J	Richard and Susan Rosen	2017 XE Saloon, White	Richard Rosen	44.998	M - Four door sedans (XJ40, XJ, XF, & XE) (1987-20...)
Published	NE33-47712	Charles and Roslyn Epstein	1971 E-Type Coupe, Red	Charles Epstein	46.496	D - E Types - 6 cylinders (1961-1971)
Published	NE33-63593	Becca Payonk and Michael Eck	1955 XK140 OTS, Red	Michael Eck	49.478	B - All XK's - 120, 140, 150 and not including XKSS, C & D types (1949-1961)
Published	NE33-31434J	Noe and Rosalie LaFramboise	2007 XK Coupe, Seafrost	Noe LaFramboise	52.863	K - Two Wheel Drive Non-Supercharged GT Cars - XK, XK8 and S-Type (1996-present)
Published	NE33-65029	Edward and Carol Petrow	1973 E-Type OTS, Regency Red	Edward Petrow	51.649	E - E Types - 12 cylinders (1971-1975)
Published	NE33-44404J	Steven Schultheis	1976 XJ6L Saloon, White	Steven Schultheis	49.844	F - XJ Sedans - 6 and 12 cylinders, not including XJ40 (1969-1992)

Status	JCNA#	Member Name	Specific Name	Class
Host Club		Delaware Valley Jaguar Club (NE33)		
Event Type		Slalom		
Event		DVJC 17th Annual Slalom		

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Member Anniversaries

Member		Co-Member		Join_Date	Years
C. Richard	Michie			31-Oct-86	36
Michael	Wolf	Susan	Wolf	23-Oct-86	36
Rudy	Horwitz	Lauren	Horwitz	16-Oct-86	36
Larry	Kaufman	Lynda M. G.	Kaufman	01-Oct-92	30
Robert M	Infarinato			05-Oct-95	27
Amos G.	Kunkle	Ella Jane	Kunkle	27-Oct-98	24
Charles	Epstein			07-Oct-09	13
Charles David	Howell	Reta	Howell	14-Oct-10	12
David	Moser	Phyllis	Moser	20-Oct-15	7
Donald	Rummel	Brenda	Rummel	04-Oct-20	2
Mike	McBrearty	Valerie	McBrearty	04-Oct-20	2



Membership Musings

October 2022

By: Tony Tinari

Anyone else following those interesting financial developments over at Porsche lately? Apparently, an upward trend in Porsche popularity, among other things, has led to the issuance of an initial public offering to raise manufacturing investment capital—after a healthy distribution to existing shareholders, of course. The listing was reported to be the second largest in the history of Germany, and third largest in all of Europe. Priced at the US equivalent of about \$80 per share, the IPO raised in the neighborhood of 9.4 billion Euros for the new “public” company, the majority interest of which is still owned by Volkswagen and the descendants of Ferdinand Porsche—who you will recall brought the original VW Beetle to market. Porsche/VW will spend in excess of \$7 billion over the next five years on automobile R & D and manufacturing in North America, hastening their shift to the production of electric vehicles. Sound familiar?

In the spirit of full disclosure, I’m not much of a Porsche fan, with the possible exception of that black 1958 vintage 356 Speedster in the first “Top Gun” movie (see below). (By the way, and again in the spirit of full disclosure, that one was actually an Intermeccanica replica from Canada. But I digress . . .)



Tom Cruise & Kelly McGillis in the Porsche 356

So, of what possible relevance is the financial solvency of this German marque to a British car enthusiast club? Two words: Brand Equity. A recent post from Hagerty summed it up well: *“The modern business of building cars is a grim one, requiring large investments and typically returning slim margins. That makes the added*

value that comes with a vibrant brand all the more important. Our passion and enthusiasm—and ultimately our spending and our old cars—is a big part of what powers that”. (David Zenlea for Hagerty Insider)

Jaguar, like Porsche, Ferrari, Mercedes, etc., all have bankable capital in their storied histories, which have been nurtured by the collector car community and specifically by clubs like ours. Perhaps it is cold comfort that in a year like 2022 the monetary appreciation of classic car values of these marques is no doubt quietly outperforming 401(k) and IRA assets. It does, however, seem to be a two-way proposition: enthusiasts are adding value to the marque, and vice-versa. This may well be something we take for granted in our non-financial love of automobiles. However, Porsche just proved the value of it.

Of course, there are less mercenary dividends from DVJC club membership—paramount among which are the events that we sponsor. In that regard, we are hitting our stride with a rich schedule of outings this fall.

September saw three particularly outstanding events, each of which was blessed with essentially perfect early fall weather: a Gathering of Jaguar Friends at the home of Alan and Margaret Brown on September 10, the “Jaguars on the Chesapeake” weekend September 16-18, and the DVJC Slalom on September 24. Huge thanks to those members whose efforts made these things happen.



Aw Shucks . . . Chesapeake Oysterman Monument in Rock Hall, MD

Membership Musings October 2022 (continued)

On the immediate horizon, there are still more fall DVJC happenings to look forward to. For October 16, we have our usual Sunday breakfast at Fort Washington State Park, a date and location which should be prime time for leaf looking. November 6 is our first charity event, the Phil-A-Trunk ride to the Wells Fargo Center. More information on this very worthy event appears elsewhere in this newsletter. (Rumor has it that the aforementioned Porsche enthusiasts support this in a big way; we do not want to be shown up!) And on November 19, we'll have our last "driving event", which I am calling the "Jags and Java Junket". It consists of three parts: cars & coffee at a unique auto storage facility, a scenic drive in eastern Montgomery County, and lunch at the Jaguar Willow Grove dealership. You can read more about that one in the event flyer which appears on page 8 in this issue, and although it is without member cost you'll need to pre-register.



No need to keep these events under wraps.

Forget the pumpkin spice and the caramel apples. I hope your autumn plans include DVJC events and lots of cruise time at the wheel of your Jaguar!

Happy Motoring,

Tony



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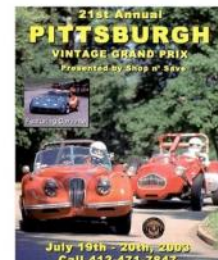
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Speaking of Things Jaguar - October 2022

By Paul Trout

The Queen's Last Ride

The seventy-year reign of Her Majesty Queen Elizabeth II abruptly ended with her passing on September 8th 2022. Planning for this sad event and the subsequent celebration of her life had, in great detail, been in the works for more than a decade. That planning included the design and construction of, to the Queen's specific desires, a bespoke Jaguar hearse. Unfortunately those detailed plans apparently did not account for the Queen's passing at Balmoral Castle in Scotland. The Queen's hearse was sitting in the Royal Mews near Buckingham Palace in London. Finding a suitable hearse for transporting the Queen's casket from Balmoral to St. Giles Cathedral in Edinburgh was an immediate task at hand. William Purve Funeral Directors of Scotland were contracted to provide the suitable conveyance. Unfortunately William Purve's hearses were not, in the opinion of many, entirely suitable as they were not Jaguars; they were of German origin. While Mercedes makes fine cars, they are not Jaguars. Beyond that, William Purve's Mercedes hearses are painted silver, not Royal Claret or black. Rumor has it that the black hearse supplied was wrapped in black for the fittingly somber presentation. I'm not sure, but I suspect, had The Queen been able to make the call here she would have opted to have her hearse air lifted to Balmoral by the RAF or, perhaps, driven up the motorway in excess of the posted speed limit by her good friend Sir Jackie Stewart.



If you think this faux pas went unnoticed; think again. One bit of motoring press showed a large photo of the Mercedes hearse outside of Balmoral

Castle with a bold title "This is How Far Jaguar has Slipped" and went on to lob disparaging grenades at Jaguar for no longer producing a suitable car for the Royals, let alone the rest of Britain. I shared their concern. I was indeed shocked and a bit appalled that the Queen, whom I have long admired as probably the most remarkable woman who ever lived, would have her casket riding in a Mercedes and not a Jaguar. I was somewhat relieved when DVJC member Alex La Roche clarified for me that this affront to Jaguar was only a Scottish affair. A proper Jaguar hearse was waiting for her in London. The Queen loved Jaguars. She has owned several of them and they were reportedly her favorites of the state cars. In her early years she was more associated with Land Rovers, as was her husband Prince Phillip whose last ride was in a specially built military green Land Rover. This was at his request or as he put it "Just stick me in the back of a Land Rover and drive me to Windsor."



The Queen learned to drive in a Land Rover during the war and was reportedly quite competent at turning a wrench or spanner on one as well.



Speaking of Things Jaguar - October 2022

Elizabeth II's association with Jaguar goes back to the very early days of her seventy year reign. She knighted Sir William Lyons in 1956, just four years into her reign, for services to British industry and the export performance of his company; Jaguar. She and Prince Phillip visited the Jaguar factory at Browns Lane that same year and in 2014 she visited and officially opened the new JLR engine plant in Wolverhampton.



Alongside Rolls Royces, Bentleys and Daimlers, Jaguars have been in the state collection of cars for many years. The Queen Mother's (Elizabeth's mother) personal car was a lovely 1955 Mk VII saloon in Royal Claret. It was replaced in 1973 with an XJ12L Vanden Plas. The Queen Mother was carried to her funeral and final resting place in a Jaguar hearse.



Her Majesty Queen Elizabeth II, aside from the State Jaguars which included two 2012 XJL limousines in Royal Claret, owned a couple of Jaguars for her personal use.



I'm told the Queen never actually had a driving license or passed a driving test. Since driving licenses were issued in the Queen's name, in essence by the Queen, what would be the point I suppose. Among her personal Jaguars was a Daimler V8 Super LWB with some personal touches such as an extendable arm rest to accommodate the Queen's handbag. The 375 hp supercharged V8 deleted any excuse for tardiness to appointments.



Perhaps the best known of Her Majesty's personal Jaguars is the 2009 X-Type Estate which she used to drive around the grounds of Windsor and to local destinations, on the rare occasion. The X-Type Estate was finished in Jaguar Racing Green. The car achieved its moment of fame when, while driving down the Long Walk on the Windsor Castle grounds she drove over the grass to skirt around a young couple with a toddler in tow and a child in a stroller. She gave them a wave and a nice smile. The Queen is the only person, other than grounds keepers, that is permitted to drive on the Long Walk. Numerous photos were taken and they were all over the press. The young couple indicated they did not feel endangered at any time and have a lovely story to tell the kids about when the Queen passed by and waved to them.



Was the Queen a good driver? She absolutely was, according to her good friend Sir Jackie Stewart. Sir Jackie and Her Majesty were good friends since the seventies and got together for lunch several times a year. Jackie fondly relates the story of a ride with the Queen after she turned down the offer of being

driven by an F1 World Champion. “There was one occasion when we were at Sandringham and I had just won the World Championship,” says Sir Jackie. “We were going out to a barbecue — the Queen loved barbecues — and we were all having to go in Range Rovers. “The Queen came along and I said, ‘Would you like me to drive Ma’am?’ ‘Certainly not’, she said. ‘You can navigate’. So I sat in the passenger seat.” “She drove wonderfully well. The indicator was on at the right time and there was smooth gear shifting, smooth brake application and coming off the brakes, I mean, she was a very good driver. Of course, she had driven in the army.” The last time the Queen was seen driving was in November of 2021 at the age of 95 on the grounds of Windsor Castle. She was suitably prepared for the drive wearing a scarf tied under her chin and sunglasses.

The Queen's Jaguar Racing Green 2009 Jaguar X-Type Estate was equipped with a dog curtain as she often liked to take her beloved corgi dogs for rides to various locations on the grounds for walks. The X-Type was the last personal Jaguar the Queen owned. She sold it in 2016. The sale was handled through Fletchdale Ltd of London. With only 7600 miles on the clock and “only having been driven by an older woman” it went for £15,000 or about \$20,000. The new owner, reportedly, did not know he was buying the car from the Queen until after the sale. A pleasant surprise for him I'm sure.



The Queen's last ride in a Jaguar was on September 19th 2022 from the Wellington Arch to St. George's Chapel. St. George's Chapel is at the end of the Long Walk at Windsor Castle. It was, fittingly, in the bespoke Jaguar hearse for which she had provided some design instructions. The car was built

by Wilcox Limousines of Hindley Green, Wigan. They are the coachbuilders contracted by Jaguar for limousine and hearse requirements. A 2012 XJL in silver was delivered to Wilcox by Jaguar. The workers at Wilcox were only told they were building a hearse for a member of the royal family. They were required to check their phones at the door when they arrived to work, ensuring no photos would be leaked. It was then stripped to the bare shell and cut in half. A section of chassis was welded in to extend the length. Various engineering steps were then taken to extend the drive train and modify operational components including the addition of larger wheels and tires. New custom body panels were then installed. The Queen specified a higher roof line and significantly more glass area than a standard hearse so that her casket would be visible to all who wanted to see her on her last ride. Her hearse was painted in Royal Claret with the Queens Royal Cypher, EIIR, on the side. In lieu of a leaper on the bonnet was a silver plated bronze statue of St. George slaying the dragon. This was in honor of the British military. St. George is the patron saint of the military. Elizabeth II served in the British army during World War II. Once completed, the car was kept in an air conditioned plastic bubble, only taken out from time to time to ensure operational readiness.



The Queen had a well practiced plan for her final ride in a Jaguar. The slow procession made its way from Wellington Arch to St. George's Chapel along secondary roads and streets deeply lined with people mourning the loss of their Queen. The majority of the onlookers had never known another Monarch. Many of the onlookers tossed bouquets of flowers toward the hearse. The Queen's Jaguar hearse arrived at The Long Walk

strewn with flowers with the sun shining brightly through its glass roof onto the flag draped coffin of her Majesty Queen Elizabeth II. The Queen's last ride, most fittingly in a Jaguar, marked the end of her seventy year reign; something the world may never see again. It also marked the end, again fittingly in a Jaguar, of her long personal relationship with Jaguar.



The royal relationship with Jaguar, much like the Monarchy, will continue. There are still several Jaguars in the Royal Fleet and King Charles III owns a Jaguar I-Pace.

The Queen is Dead, Long Live the King!

**In Affectionate Memory of Her Majesty
Queen Elizabeth II
1926 - 2022**



Enjoy Your Jaguar!

Paul T



Save the Date!
Sunday
January 22, 2023

***The Delaware Valley Jaguar Club
Annual Holiday Party and Awards
Celebration is Back!!***

***Sunday January 22, 2023
11:30 am to 2:30 pm***

***William Penn Inn
1017 DeKalb Pike
Ambler, PA 19002 (GPS address)
At the corner of Rt. 202 and Sumneytown Pike***

More Details in Next Month's Purr

2023 Cars of DVJC Wall Calendar

As we motor along in the second half of 2022, it is time once again to downshift and plan for the annual DVJC Wall Calendar. The 2023 edition will be the third consecutive year for this club undertaking, which has been very well received. We certainly hope everyone has enjoyed the 2022 edition, and that it has occupied a special place in your home, office or garage this year. All of our current members receive a copy at year end, and we keep a supply on hand to furnish to new members as they join us throughout the year.

We appreciate that, even in these digital times, you may well receive multiple display calendars from automotive sources such as dealers, parts suppliers, and the like. Accordingly, we strive mightily to make the DVJC calendar unique and special by featuring high quality photos of interesting cars which, most importantly, belong to our members only. In 2022, we have also been fortunate to include a short feature in each monthly edition of the *Purr* regarding the story each month's calendar car has to tell.



We invite you to become part of the calendar project by submitting a photo of your Jaguar for consideration by our calendar committee to include in the 2023 edition. Photos must be in high resolution digital format of at least 8 x11 at 400 dpi. (Most smart phones will provide the level of clarity needed.) They should be submitted via email to our calendar committee Chairman, Paul Trout, at pgtgt@aol.com by November 1, 2022. Members may submit up to three photos each. Photos to be used in the calendar will be selected by the calendar team on the basis of quality, composition, creativity, and representation of the "Art of Performance". We also make a concerted effort to assure that as many different Jaguar models as possible are represented.

This is a great opportunity to have your prized Jaguar immortalized in DVJC history, not to mention contribute to the provenance of your automobile! Clearly, your acquisition of such a fine piece of kinetic art speaks to your eminent good taste in motor vehicles. Here is your chance to share your photographic creativity as well as your appreciation of classic or modern Jaguars, as the case may be. Frankly, we are looking forward to having to make difficult decisions selecting twelve monthly calendar shots from among many great submissions! Thank you all in advance for helping us out with that.

ONE TIME SPECIAL OFFER
Jaguar Throw Blanket
Order by October 31, 2022



75% Cotton/25% Acrylic

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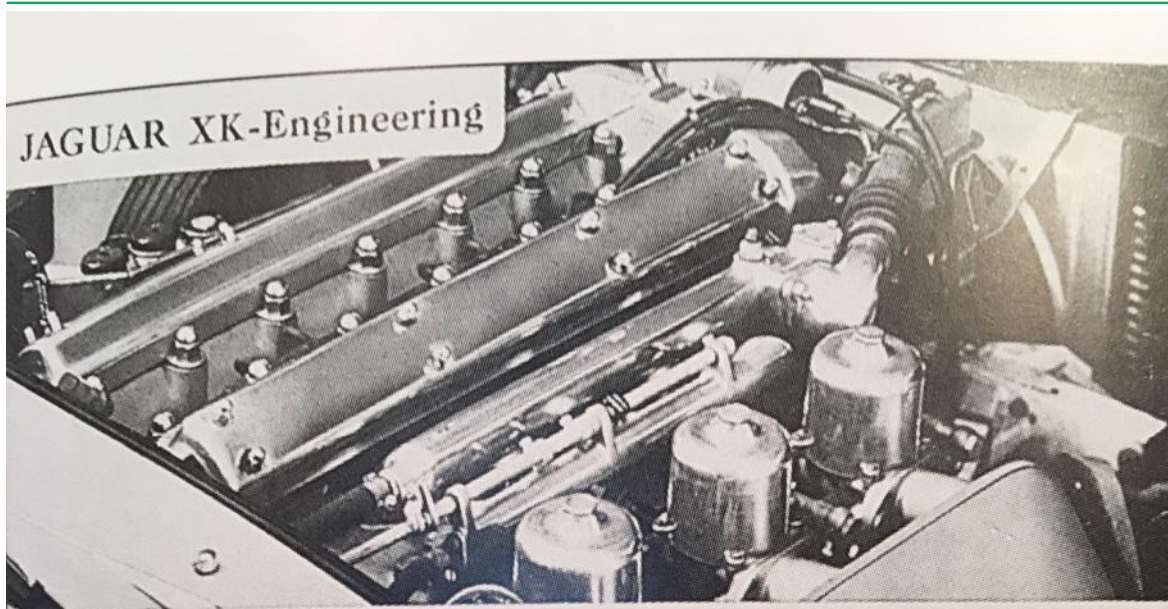
50" x 60"

Price: \$80.00 includes S/H and tax

To order by October 31, 2022, logon to the DVJC website, go to DVJC Marketplace tab, click on Club Merchandise Store. The blanket is on page 2.

Blankets will be distributed at club events.

Must order by October 31, 2022



JAGUAR XK-Engineering

The Jaguar engine

To the untutored observer, the excitement that is the new Jaguar XK-E very likely begins and ends with a single glance at the long, lithe lines of this dramatic motor car. But the astute autophile realizes that total appreciation requires, among other things, an appraisal of the mighty heart that beats within the XK-E.

Upon opening the massive hood, dyed-in-the-wool Jaguar lovers will recognize an old friend. Modified, improved and increased slightly in capacity, it is still in essence the same thunderous, twin overhead-cam, six-cylinder power plant that has proved its reliability in winning hard-fought victories the world over and has made Jaguar famed and feared on every major racing circuit.

With a displacement of 230.6 cu. in. and a compression ratio of 9 to 1, the Jaguar XK-Engine develops 265 bhp at 5500 rpm, with torque an impressive 260 lbs. ft. at 4000 rpm. The cooling system features a fan which is thermostatically

controlled and operates independently of the engine, thereby eliminating fan drag at road speeds. For those interested in such figures, performance translates to 0-60 in 6.4 seconds, 0-100 in 16.0 seconds and time for the standing quarter-mile of 14.6 seconds. Of more importance to the average driver is the fact that, thanks to superior engineering, the XK-Engine may be driven in top gear at speeds of 10-15 mph without a trace of lugging or roughness.

It is important to note that in addition to the rigid inspection of all components during manufacture, each and every Jaguar XK-Engine is individually bench tested prior to installation—a procedure which ensures a performance and dependability second to none in the automotive field. We cordially invite you to view this, and the many other aspects of Jaguar XK-Engineering soon at your local dealer's and discover for yourself why Jaguars are the most advanced automobiles on the road. JAGUAR CARS INC., 32 East 57th St., New York 22, New York.



JAGUAR XK-Elegance



1962 JAGUAR

Recognizing 1967 E-Type Changes

By: "E" Alan Karpovitch

For the March 2022 edition of the Jaguar's Purr, I wrote my first article about recognizing 1967 E-Type changes, because that is the car I own and know. I have researched and written an article every month, for each year leading up to 1967. For the October issue of the Jaguar's Purr, we will revisit in depth what changes did occur to the E-Type for 1967, since my previous article also covered series 1.5 and 2.0 variants. Also we will highlight the 12 men that were instrumental for bringing this car to market. Lastly, I will include some photos of my ongoing 1967 rear suspension rebuild. I am planning an article in the future with some lessons learned.

1) Starting early October 1966 (after completing 11,757 S1 4.2 cars), the rubber boot for the gear shift was replaced with a black ambla gaiter and attached differently. Starting:

LHD chassis 1E13589 (OTS)//1E33549(FHC)//
1E76911(2+2);

RHD chassis-1E1686 (OTS)//1E21442(FHC)//
1E50586(2+2).

2) Starting 25 October 1966 (after completing 9,413 LHD S1 4.2 cars), cars fitted with hazard warning lights now came with a cover around the control switch box. This was only on cars exported to the US. Hazard warning lights without the cover started in November 1965, on the 1966 models for the US only. Starting:

LHD chassis- 1E13805 (OTS)//1E33689(FHC)//
1E76922(2+2);

3) Starting 15 December 1966 (after completing 13,161 S1 4.2 cars), the Dunlop clutch master cylinder was replaced by one made by Girling. Dunlop fluid exits at 90 degrees, while Girling at 45 degrees. Each has a different repair kit. I know since I have rebuilt my Girling. Starting:

LHD chassis-1E14352(OTS)//1E34006(FHC)//
1E76970(2+2);

RHD chassis-1E1703 (OTS)//1E21466(FHC)//
1E50670(2+2).

4) Starting 11 January 1967 (after completing 10,652 LHD S1 4.2 cars), the covered headlamps were removed on US and Canada cars only, with the idea of better visibility. This singular change

is what starts the unofficial designation of Series 1.25 cars. Cars for all other markets continued with glass covered headlamps. Starting:

LHD chassis-1E14532(OTS)//1E34113(FHC)//
1E77010(2+2).

5) Starting mid January 1967, a Laycock De Normanville overdrive transmission became available -sort of--but only on 2+2s, only on right-hand drives, only with opalescent gunmetal paint, only on Chassis # 1E50706DN, and only sold to you if your name was Lofty England!! He was competitions manager, and eventually became Service manager/Director. Hopefully you figured out by now there was only one E-Type with overdrive ever built at the factory for Lofty England. 1E50706DN remained with Jaguar for the next couple of years before passing to its second owner, Keith Ballisat, in August 1969. Jaguar would not normally have sold an experimental car to a private owner but Keith Ballisat was no ordinary Joe. He was Competitions Manager with Shell Oils and had previously enjoyed a successful career as a rally driver/navigator and circuit racer. He was one of the movers and shakers in the motor racing world of the 1960s. This one-off car exists today and a unique picture of the gearshift is included later. This overdrive unit was produced by Laycock, and DN stood for the inventor, Edgar De Normanville.

6) Starting 28 April 1967 (after completing 15,539 S1 4.2 cars), the curly hub center on the wire wheels changed to the forged smooth easy-clean hub, along with a change to straighter wire spokes. Starting:

LHD chassis-1E15487 (OTS)//1E34339 (FHC)//
1E77475 (2+2);

RHD chassis-1E1814 (OTS)//1E21518 (FHC)//
1E50912 (2+2).

7) Starting in mid July of 1967 (after completing 16,501 S1 4.2 cars), all markets removed the covered headlamps. Starting:

LHD chassis-1E15889(OTS)//1E34550(FHC)//
1E77645(2+2);

RHD chassis-1E1864 (OTS)//1E21584(FHC)//
1E50975(2+2).

Recognizing 1967 E-Type Changes (cont'd.)

12 interesting people involved in creating Jaguar, and the E-Type.

1) Sir William Lyons (1901-1985) was born in Blackpool, and grew up racing motorcycles. In 1922 he formed a partnership with William Walmsley to produce motorcycle sidecars (Swallow Sidecar Co.). The sidecars, made out of aluminum, were designed to attach to war surplus Triumph motorcycles. Starting in 1927, they began converting Austin Seven cars by installing their coachworks on the chassis and calling them the Austin Seven Swallow, and the Austin Seven Swallow Saloon. His coach building business expanded many times as he re-bodied ordinary box-like cars in a way that suggested individuality and speed. William Lyons became the supreme image builder of the British motor industry. In 1928 they expanded and moved to an old factory located in Coventry. In 1930 he contracted to get his own chassis assembled with a 16 HP six-cylinder engine and he introduced the S.S.1 with his own coach body. In 1934 the public company S.S. Cars Ltd was incorporated, and William Walmsley left the firm. When the war started, the sidecar business continued to grow for military use. Since the town of Coventry was considered a bombing target, rosters of people were set up to be fire-watches. Lyons, Heynes, Hassan and Baily took the same night-shift, and together they envisioned and sketched out a new engine for the post war demand in their evening free time. After the war, the company's name was changed from S.S. Cars Limited to Jaguar Cars Limited to be politically correct and the sidecar business was sold. In 1948 they showcased a new car with a new engine, the XK-120 with the XK engine featuring twin overhead cams. In 1950 they moved production to Browns Lane in Coventry, and acquired that building in 1959. In 1960 William Lyons acquired Daimler, along with their production facilities. The 1960's saw the development of the E-Type, along with the merger with British Motor Holdings, and later with Leyland, forming the British Leyland Motor Corporation. He retired in 1972.

2) William M Heynes (1903-1989) joined in 1935 and became the engineering director for 34 yrs and eventually vice-chairman, and Lyons right hand man. He sketched out the twin overhead cam design. He was part of the nighttime fire-

watch parties with Hassan, Baily and Lyons. Heynes, who was appointed to the Board of Directors as Technical Director and Chief Engineer (1946), had earlier persuaded the chairman William Lyons that the company should make its own range of engines. The XK engine remained in production in 2.4, 2.8, 3.4, 3.8 and 4.2 liter models and was a significant design and mainstay of the company for 35 years. In conjunction with Dunlop he was responsible for the disc brake joint development in 1952. Following their experience with disc brakes in their racing program, Heynes pioneered and introduced the system on all Jaguar cars. He became vice chairman in 1961. Concurrently, Heynes designed with Walter Hassan the torsion bar front suspension which was introduced on the Mark V and XK120. It was also used on all XK sports cars, the Mark VII, VIII, and IX saloon cars. A similar design was introduced on all E-Types from 1961 to 1975. His last project was the V-12 production engine. He retired in 1969, with Bob Knight taking over chassis design, and Walter Hassan taking over Power units.

3) Harry Weslake (1897-1978) was a renowned engine consultant, and designed the XK cylinder head in 1935. He also consulted on the Jaguar overhead valve design, verses side-valve engine heads, then cross flow porting, and eventually hemispherical heads.

4) Walter Hassan (1905-1996) joined the engineering department of SS in 1938. He assisted in the overhead valve design of the XK engine. He left for a time to work at Coventry Climax building Grand Prix engines. When Coventry Climax was bought by Jaguar in 1963, he was welcomed back onto the Jaguar engineering team. He worked on the design of the V-12 engine. He took over the power unit design department when William Heynes retired in 1969. He retired in 1972 at the age of 67.

5) Claude Baily (1902-1988) joined Jaguar in 1940 and was one of the designers of the XK engine. He was part of the Sunday night fire-watch team with Lyons, Heynes and Hassan that developed their next engine. He became the chief engine designer in 1948 and retired 1968 as executive director of power units.

Recognizing 1967 E-Type Changes (cont'd.)

6) Bob Berry (1929-2021) was Jaguars public relations officer. He started as a Jaguar apprentice and was a successful driver/racer with XK 120s. He drove the opalescent gunmetal grey LHD FHC to Geneva overnight for the press demonstration day in March 1961. He left Jaguar in 1980, for Alfa Romeo.

7) Norman Dewis (1920-2019) was THE experimental department test driver, driving all prototypes starting from the early 1950's. In 1955 he was one of the D-Type drivers in the Le Mans 24 Hr race. He did the midnight run to Geneva with the 2nd E-Type, the BRG RHD OTS for the E-Types' unveiling in March 1961. He continued attending Jaguar events and giving spirited talks into his 90's.

8) Frank Raymond Wilton "Lofty" England (1911-1995) was the competition manager, then assistant managing director, rising to service manager/director, and eventually succeeded Sir William Lyons as Jaguar's Chairman and Chief Executive in 1972. He retired in 1974, but continued showing up at jaguar events and sharing lofty tales.

9) Harry Mundy (1915-1988) joined in 1963, when Coventry Climax was bought by Jaguar, and was brought on by Walter Hassan. He helped design the production V-12 engine, and eventually took over from Claude Baily being in charge of power train development. He retired in 1980.

10) Malcom Sayer (1916-1970) was a mathematician aerodynamicist ahead of his time. He previously worked for Bristol Aeroplane Company and in 1950 joined Jaguar. He applied his knowledge of utilizing wind tunnels, smoke tests, and exacting models to influence the C-Type, D-Type, and E-Type body shape. He tragically died of a heart attack at a young age.

11) Phil Weaver also previously worked for Bristol Aeroplane Company with Malcom Sayer. He worked on chassis development engineering, and later headed Jaguar's competition preparation department.

12) Robert J Knight (1919-2000) joined Jaguar in 1944, and was the C-Type project engineer. He worked on suspension and chassis design, and he developed the independent rear suspension for the E-Type in 1958, on a bet from Sir William Lyons that he could not do it in 28 days. He did!! Bob Knight eventually succeeded and replaced William Heynes as engineering overlord along with Walter Hassan. He became one of the foremost experts on Noise, Vibration, and Harshness (NVH). His revolutionary suspension design was the standard suspension in all Jaguar models until 1996. I have included a few pictures of my current ongoing rear suspension rebuild project. He retired in 1980.

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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.

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. Dr. Michael Mueller co-authored the originality guide.

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

REF 6 - Paul Skilleter's book, "Jaguar Sports Cars", documents many historically significant contributions the Jaguar Men made in developing this car and company.

Happy motoring!!!

# Recognizing 1967 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, unless another date is listed. 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, and even the owner's preference. (Nobody wants to buy last year's model, at full price). These two tables will recur next month in the last article on the Series 1 (4.2) model year.

**TABLE 1: SERIES 1(4.2) LITER E-TYPE PRODUCTION, by total chassis numbers**

| <u>YEAR</u>          | <u>TOTAL</u> | <u>OTS LHD</u> | <u>OTS RHD</u> | <u>FHC LHD</u> | <u>FHC RHD</u> | <u>2+2 LHD</u> | <u>2+2 RHD</u> |
|----------------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1964(from 8/12/64)   | 1108         | 440            | 77             | 453            | 138            |                |                |
| 1965                 | 5311 (+2)    | 1907           | 357            | 2020           | 1014(+2)       | 9              | 4              |
| 1966                 | 6957         | 2124           | 270            | 1598           | 318            | 1976           | 671            |
| 1967 Ser 1.0         | 726 [+32]    | 78 [+18]       | 159            | 48 [+7]        | 111            | 31 [+7]        | 299            |
| 1967S1.25(fm1/11/67) | 2585 <-32>   | 1430 <-18>     | 0              | 463 <-7>       | 0              | 692 <-7>       | 0              |
| 1968 S1.5(from 8/67) | 6232 (+1)    | 2388           | 320            | 1232           | 375            | 1512(+1)       | 405            |
|                      |              |                |                |                |                |                |                |
| TOTAL                | 22919 (+3)   | 8367           | 1183           | 5814           | 1956(+2)       | 4220(+1)       | 1379           |
|                      |              |                |                |                |                |                |                |
|                      |              |                |                |                |                |                |                |

## KEY

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

[+ numbers]--Since all cars made Jan-July 1967 did not go to US market and some still maintained closed headlights, the quantity of Series 1.0 produced is more than "Last Chassis" minus "First Chassis" allocated.

<- numbers>--Since all cars made Jan-July 1967 did not go to US market and some still maintained closed headlights, the quantity of Series 1.25 produced is less than "Last Chassis" minus "First Chassis" allocated.

**TABLE 2: Series 1 (4.2) CHASSIS NUMBERS ALLOCATED**

| <u>YEAR</u>   | <u>CHASSIS #</u>        | <u>OTS LHD</u> | <u>OTS RHD</u> | <u>FHC LHD</u> | <u>FHC RHD</u> | <u>2+2 LHD</u> | <u>2+2 RHD</u> |
|---------------|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1964          | 1 <sup>st</sup> Chassis | 1E10001        | 1E1001         | 1E30001        | 1E20001        |                |                |
|               | Last Chassis            | 1E10440        | 1E1077         | 1E30453        | 1E20138        |                |                |
| 1965          | 1 <sup>st</sup> Chassis | 1E10441        | 1E1078         | 1E30454        | 1E20139        | 1E75001        | 1E50001        |
|               | Last Chassis            | 1E12347        | 1E1434         | 1E32473        | 1E21154        | 1E75009        | 1E50004        |
| 1966          | 1 <sup>st</sup> Chassis | 1E12348        | 1E1435         | 1E32474        | 1E21155        | 1E75010        | 1E50005        |
|               | Last Chassis            | 1E14471        | 1E1704         | 1E34071        | 1E21472        | 1E76985        | 1E50675        |
| 1967 Ser 1.0  | 1 <sup>st</sup> Chassis | 1E14472        | 1E1705         | 1E34072        | 1E21473        | 1E76986        | 1E50676        |
| 1967 Ser 1.0  | Last Chassis            | 1E14531        | 1E1863         | 1E34112        | 1E21583        | 1E77009        | 1E50974        |
| 1967 Ser 1.25 | 1 <sup>st</sup> Chassis | 1E14532        | 0              | 1E34113        | 0              | 1E77010        | 0              |
| 1967 Ser 1.25 | Last Chassis            | 1E15979        | 0              | 1E34582        | 0              | 1E77708        | 0              |
| 1968 Ser 1.5  | 1 <sup>st</sup> Chassis | 1E15980        | 1E1864         | 1E34583        | 1E21584        | 1E77709        | 1E50975        |
| 1968 Ser 1.5  | Last Chassis            | 1E18367        | 1E2183         | 1E35814        | 1E21958        | 1E79221        | 1E51379        |
|               |                         |                |                |                |                |                |                |



# Recognizing 1967 E-Type Changes Photos

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Black rubber gearshift boot



Ambla (British vinyl) gearshift boot



Hazard light switch cover



Dunlop clutch master cylinder (2 types)



Girling clutch master cylinder



Series 1 headlight (covered)



Series 1.25/1.5 headlight (open)



Lofty England's 2+2 overdrive gearshift



Curly hub



Smooth hub



stripped down rear suspension



completed rear suspension

# CLASSIFIED



## Parts for Sale

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

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## NOS Parts for sale:

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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**



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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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# October 2022 Calendar Car

By: Greg Morrison

A paraphrase might be “The longest journey begins with but a single Matchbox.” In 1962, when I was six years old, my mother took me to Ireland, from which she had emigrated. I was given this car as a gift—Matchbox No. 32. It had only been in 1961 that Jaguar introduced the fabulous E-Type, and Matchbox lost no time in capitalizing. Not only did millions of adults want the real car, but even more kids wanted the Matchbox model, which cost only 49 cents. It was not until this year that I discovered that the exterior bonnet locks had been modeled. I guess that makes me the original owner of a 1961 exterior-bonnet-lock, flat-floor, welded louver, E-Type.



My fascination continued, and through high-school, the E-Type was king of the road and of my imagination. I kept an advertisement hanging on the bulletin board by my study desk; of course, my vast salary as a newsboy didn't quite have the purchasing heft that I needed. As a midshipman at the Naval Academy, my desire never waned, and when, as a senior, low-rate car loans were made available, I seized the opportunity. I purchased a 1968 coupe, for \$2750. Like so many others, I learned that purchasing a ‘cheap’ used Jaguar is actually quite expensive. When it ran, it ran like nothing else. When it didn't, it was a frustrating experience, and a fairly common one.



After a mere nine months of ownership, my

dream-car had to give way to a more practical conveyance, a '69 Oldsmobile Cutlass. Yet the dream refused to die. One Sunday in the Fall of 2010, I was driving and passed a used car dealer who happened to have a '91 British Racing Green XJS coupe on the lot. Like many Jaguar enthusiasts, I had never considered an XJS because, well, it wasn't an E-Type. I stopped and looked anyway. It really did amaze me how the styling had stood the test of time. I had not been impressed in 1975, when the XJS was introduced, but by 2010, the car really looked good. The seed was planted. In 2013, I saw somewhere that the Susquehanna Jaguar Club would be having a concours in York, PA. It's a relatively long way, but it sounded fun, so I went. Who should I meet there but Kurt Rappold with his all-original E-Type, which he was very careful to point out still had a grease pencil mark on the door post, just like the day it left the factory. He stated that the Delaware Valley Jaguar Club would be holding its own concours the very next weekend, and of course Glen Mills was right around the corner. He was right about it being a much bigger (and better) show. I joined JCNA, and the years of perusing Hemmings, the new Bring-a-Trailer, and a host of others, were joined by the JCNA Classified Ads. Realizing that the price of a good condition E-Type had long since left me behind, I was now looking for an XJS. There were many that were still very low mileage and priced quite reasonably. The XJS has had many variants, and the Crème de la Crème is the XJRS. Just 100 were sold in the United States, and for one year only. One day in 2014, I looked at the JCNA classified ads, and there it was, posted within the day. An original owner 1993 XJRS convertible with 25,000 miles on the odometer. I called that very day and told the owner I accepted. Naturally, it was priced above my desired expense limit, but I was smitten.

It never dawned on me that I probably shouldn't just drive to North Carolina, and then drive a 21 year old car over 500 miles home, but that's what I did. It turned out that the owner had not been a car nut. The exterior of the car was spotless, but the engine bay didn't appear ever to have been opened. When I got it home, after visiting many gas stations along I-95, and started exploring my new acquisition, I found a significant reason for the very low gas mileage (aside from the obvious 6 litre 12 cylinder engine): Corn. The air cleaners are open to the front, and a mouse had chosen

## October 2022 Calendar Car (continued)

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the left hand air box in which to store his grain, a lot of it!



In the winter of 2015-16, I disassembled the exterior of the engine including fuel line, air injection lines, intake manifolds, and cam covers. I cleaned and polished everything, and replaced the spark plugs, wires, rotor, and distributor cap. Just for fun, I Googled the part number for the cam cover labels, and up they came. Wow. The price was eye-watering, but after all that work, could I actually leave the most visible part of the engine in an unsightly state? I succumbed, and as another

British car manufacturer says, “The quality will remain long after the price is forgotten.” A fellow DVJC member, upon inspecting the car at a concours, strongly urged me to replace the inauthentic yellow coil wire—advice which I took!

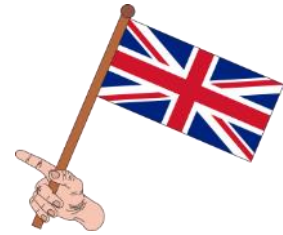


In 2021, DVJC started our annual calendar, a capital idea, but the inaugural issue did not include any XJS cars. With 115,000 XJS cars of all variants having been made over a 21 year span, this had to be rectified for 2022, but with my limited photography skills, that was not likely to happen. Fortunately, a local Delawarean, Jay Greene, is a fellow DVJC member, possessing the equipment and skill to make the car come alive—the result is the October calendar picture.





## 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:<br>Renewing or<br>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<br>(optional):                       |                       | Retired?                |                 |
| Co-Member<br>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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8.31.2022

Mr. James Sjoeren  
Delaware Valley Jaguar Club  
920 Ivycroft Road  
Wayne, PA. 19087

Dear James;

On behalf of the Coventry Foundation, I want to thank you for your generous donation of **\$500.00**. Your donation will help support our mission to perpetuate the heritage of Jaguar Cars in North America- and to share with fellow enthusiasts the desire to enjoy these wonderful cars and their fascinating owners.

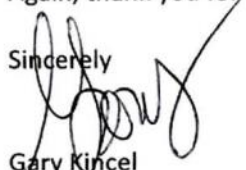
The Coventry Foundation is a 501c3 tax-exempt organization. No goods or services were provided by the Coventry Foundation in exchange for the donation other than your helping to ensure that the historical resources of the Coventry Foundation will be available today and for tomorrow's automobile enthusiast.

One of our most important activities is to share both historical information and tools with owners of Jaguar cars in North America. Our research library holds a large amount of Jaguar Cars historical records. We have for loan the most complete set of specialty tools needed for the repair and maintain our Jaguar Cars. Currently we have library locations in Columbia SC and Oceanside CA.

We have started a museum that will showcase a wide array of Jaguar Motorcars, chassis, engines, memorabilia, and educational displays. The current location of our museum is at the British Sports Car Hall of Fame in Petersburg Va. We will maintain these displays for the education and enjoyment of the public as well as the Jaguar enthusiast community. We hope you will visit our facility and see what your contribution has helped create.

Again, thank you for your support and participation.

Sincerely

  
Gary Kincel  
Chairman

[www.coventryfoundation.org](http://www.coventryfoundation.org)

# Car Enthusiast Events 2022

Compiled By: Kevin Fitzgerald

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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 Hutchison. (Starting in 2022, Ragtops and Roadsters is no longer publishing its own car show calendar.)

## 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/)





July 2022

**NORTHEAST RALLY CLUB – PENN-YORK FALLING LEAVES RALLY**

It won't be long and fall will be coming and so will the end of the 2022 rally season.  
We are looking forward to seeing you in Beach Lake, PA on October 14, 15, 16.  
Northeastern Pennsylvania is wonderful this time of year.

The Beach Lake Volunteer Fire Company is anxious to welcome  
us and are very grateful for our support.

This year's Penn-York Rally will be a fun way to end the rally season  
and enjoy the comraderie and competition with your rally friends.

To our northern and southern friends, we are located between the New  
York and Delaware rallies so this is a short drive for everyone!

Accommodations are at the Central House Resort. The phone number is 570.729.7411.  
The address is 81 Milanville Rd, Beach Lake, PA 18405. Be sure to ask for Northeast Rally Club rates.  
If you've been here before, you know how nice the place is and that the people are just as nice.

After you visit them once, you will want to come back and enjoy all of the amenities they have to  
offer! Their website is <http://www.centralhouseressort.com>.

They are located near the fire hall. I hope you will put the dates on your calendar.

I have enclosed an entry form for you to complete and this will also be on our website.  
([www.northeastrallyclub.com](http://www.northeastrallyclub.com))

See you in Beach Lake! We will have a fun weekend!

The Penn-York Rally Committee

**NORTHEAST RALLY CLUB    PENN-YORK 2022**

CAROL RUTLEDGE 25 MAPLE LANE TYLER HILL, PA 18469

**OCTOBER 14-16, 2022**

**CLASS (circle one) CHAMPION PRO SOP ROOKIE**

( CHAMPION – previous NERC winner) (PRO-using a Timewise) ( SOP- regular speedometer)  
( ROOKIE - no experience)

\*DRIVER \_\_\_\_\_ Phone # \_\_\_\_\_ Shirt Size \_\_\_\_\_

ADDRESS \_\_\_\_\_

Emergency contact and phone # \_\_\_\_\_

Email address (please print) \_\_\_\_\_

\*NAVIGATOR \_\_\_\_\_ Phone # \_\_\_\_\_ Shirt Size \_\_\_\_\_

ADDRESS \_\_\_\_\_

Emergency contact and phone # \_\_\_\_\_

Email address (please print) \_\_\_\_\_

\*VEHICLE make \_\_\_\_\_ model \_\_\_\_\_ year \_\_\_\_\_ color \_\_\_\_\_

**PROOF OF INSURANCE MUST BE ATTACHED**

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

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

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

(OVER)



**ENTRY FEE:** (Rookie Team rate is discounted to \$250)

\$400 entry form, payment and insurance received by **Sept. 20, 2022** \$\_\_\_\_\_

\$425 entry form, payment and insurance received after **Sept, 20, 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 ENTRY, CHECK(Payable to Northeast Rally Club)AND INSURANCE TO:**

**NORTHEAST RALLY CLUB, C/O CAROL RUTLEDGE, 25 MAPLE LN, TYLER HILL, PA 18469**

Please list name of anyone that will be coming with you so that we can have name tags,

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

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

---

**HOTEL INFORMATION**

**We have a block of rooms at The Central House Resort.**

**The phone number is 570-729-7411.**

**The address is 81 Milanville Rd, Beach Lake, PA 18405.**

**Be sure to ask for Northeast Rally Club rates.**

**Make your reservations early**

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