
The Jaguar's Purr©

Is an official publication of

THE DELAWARE VALLEY JAGUAR CLUB

A chartered, non-profit corporation

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November 2022

Another Great Breakfast



Members of the Delaware Valley Jaguar Club gathered at Fort Washington State Park for a bring your own breakfast gathering on Sunday, October 16th. While the weather was a little brisk it was a beautiful day and the members enjoyed the time together. October was a busy month for activities. See president Bill Beible's column on page 5 for a description of the club's activities. Don't forget, it's membership renewal time. Maintain your club benefits and enjoy the frequent activities through 2023. See page 7 for details.



It's Membership Renewal Time!!

It's time to renew your membership in the Delaware Valley Jaguar Club. 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. Click on the MEMBERS tab, select "My Membership Profile", and scroll down to "Renew My Membership." 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 36 & 37 to update information. See page 7 for more information.

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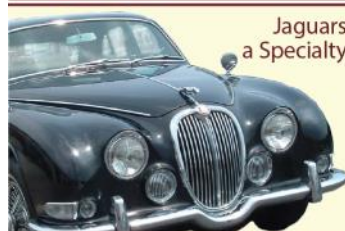
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ADVERTISING RATES

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

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

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

Business Card \$55 / year

CLASSIFIED RATES

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

Non-members \$15.00 per insert

MEMBERSHIP RATES

Single/Family
\$75.00 per year

Associate Member
\$35.00 per year (must belong to
another club)

Youth Enthusiast
\$35.00 per year

DVJC OFFICERS INFORMATION

President	Bill Beible	610-223-1051	President@delvaljaguarclub.com
Vice President	Paul Trout	610-286-5701	VicePresident@delvaljaguarclub.com
Treasurer	James Sjoreen	610 989-3860	Treasurer@delvaljaguarclub.com
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	Brian Craig	215-483-5861	Directors@delvaljaguarclub.com
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Concours Chair	James Sjoreen	610 989-3860	Concours@delvaljaguarclub.com
Chief Judge	Alan Brown	609-658-9467	ChiefJudge@delvaljaguarclub.com
Photographer	Brian Craig	215-483-5861	bhc166@aol.com
Club Merchandise	Noe LaFramboise	609-771-1230	jagnoe@att.net

Upcoming DVJC Events

November 6, 2022

**Phil-A-Trunk Charity Event
Charity Food Drive and Car Show**

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

November 19, 2022

10:30 a.m.—12:30 p.m.

RSVP Required

DVJC Jags & Java Junket (see page 9)

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.

RSVP Required

DVJC Annual Holiday and Awards Celebration

William Penn Inn (see page 14)

1017 DeKalb Pike, Ambler, PA 19002

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

May 13 2023

Save the Date (tentative)

Rough & Tumble Historical Museum

Lancaster, PA

May 20, 2023

11:30 a.m.

Save the Date

Spring Fling

Ringling Hill Fire Company, Pottstown, PA

Contact: More information will be announced.

May 18—21, 2023

Pumpkin Run Rally

Millsboro Volunteer Fire Co., Millsboro, DE

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

June 4, 2023

Save the Date

DVJC Concours d'Elegance

Historic Hope Lodge

553 S. Bethlehem Pike, Fort Washington, PA

Contact: more information to follow

June 25, 2023

Save the Date

Longwood Concert and Dinner

Details TBD

Your officers and directors are working on dates for the February and March breakfast/lunch gatherings. They are dependent on plans for visits to the ACAA and Eastwood Museums.



Your Monthly Bill *November 2022*

Following a great and, finally, normal summer season, we're well into fall.

Several of your fellow DVJC members, Nancy and I included, were immersed in gorgeous scenery while driving the 2022 ABRR route through south central Pennsylvania, western Maryland and West Virginia. Sadly, our E-Type is now hibernating in its cave (Classic Auto Mall storage) for the winter.

Many DVJC members took advantage of multiple event opportunities throughout October. The Classics at Brantwyn headlined the month. While the rains dampened the car show portion of the day's agenda, there was a full house of approximately two hundred people for the brunch where Paul Merluzzi was honored for his fifteen years of unselfish service to the Kennett Symphony which included founding and organizing the "Classics" each year. Two member cars braved the rain and were displayed on the show field – Joe and Maureen Lorin's 420 and Ed and Carol Petrows' LaSalle. Sixteen of our members attended the event.



Brian and Pauline Craig placed first in the SOP (Seat of the Pants) class at the fall rally in northeastern PA with a total time deviation of 2.44 seconds over a 300-mile course through rural Pennsylvania, New Jersey and New York. "Seat of the Pants" rally teams use only a stopwatch and the car odometer to navigate the route while Champion and Pro class competitors utilize specially calibrated, precision odometers.

During that same weekend, fifteen members enjoyed coffee and donuts together surrounded by the beautiful scenery in Fort Washington State Park while another four members were deep in the heart of Texas at the International Jaguar Festival hosted by the Jaguar Owners Association of North Texas (Dallas).



Gerry Kunkle, Greg Morrison and Nancy and I attended the event. It was great fun meeting and socializing with members from clubs across the U.S. Over the course of four days, participants could take part in a slalom, scenic drive, Concours and rally. Nancy and I rented an F-Type R convertible for the scenic drive. It was a lot of fun to drive, especially when I switched to Dynamic Mode. Along with eight other entrants, John Boswell (JCNA president) "challenged" the slalom course with his 1938 SS 3.5L DHC.



Your Monthly Bill *November 2022 (continued)*

John Wayne met us for dinner Friday night at Gilley's Dallas. He felt a lot safer with us around!



The next weekend, the 2022 America's British Reliability Run – Pennsylvania version was a resounding success! [Thirty teams](#) collectively raised \$47,000 to support the new Cleft Lip and Palate Program of the Shriners Hospitals. At the closing banquet, we learned that care for cleft lip and palate deformities is not a "one time" operation but a series of operations and physical and emotional therapy over the sixteen to eighteen years of a child's development. Serendipity brought a former patient at Shriners with a personal message. One of the banquet waitresses, Jill, was born with no hips and her legs over her head. Now, as an adult, you would have NO idea that she was born with such a physical challenge. Through the skill and care provided by Shriners' doctors and staff, she was provided eighteen years of surgery and counseling to fully correct this problem. We were really moved by her story!



The five registered DVJC Jaguar teams (Beible, Hurley, Moncilovich, Robinson and Sjoreen) contributed \$11,450 (24%) of the total. Teams Jump-in' Jag Flash (Beible) and Proper Motor (Sjoreen) were respectively first and third place fund-raisers with a difference of only \$107 between the amounts raised by our two teams. DVJC members Dave and Charlene Hutchison, Bob DeLucia and Bruce and Shelley Menkowitz also participated but drove cars of other Marques. There's plenty of room for more Jaguar teams in 2023.



The Jags & Java Junket is our final driving event for 2022. [Register now](#) for what will be a great day with coffee and pastries at a "high end" car storage facility, a scenic drive with stops at Bryn Athyn Cathedral and nearby properties followed by lunch at Jaguar Willow Grove.

DVJC operates solely through the unselfish donation of member time and talents filling a wide range of functions. Planning and management of club affairs and events is the responsibility of the executive committee (officers and directors). While all incumbents have agreed to stand for reelection, I encourage all members to consider running for one of these positions. You still have time to place your name or that of someone else in nomination to serve as an officer or director of DVJC for the 2023 – 2024 term. The nominating period closes on November 18. [Contact Paul Merluzzi](#) to express your interest or get more information.

Your Monthly Bill *November 2022 (continued)*



ASTON MARTIN

A recent news release raised the hair on the back of my neck. In September, Geely Holdings, a Chinese-owned company, purchased an 8% stake in Aston Martin. Along with its share of Aston Martin, Geely now owns Volvo, Polestar and the majority of Lotus. This doesn't really give me a warm and fuzzy feeling.

Jaguar Land Rover has announced that 2023 will be the final model year update of the F-Type and that U.S. offerings will only include super-charged V8 powerplants. To celebrate



seventy-five years of Jaguar sports cars, two special editions will be offered – F-Type 75 and F-Type 75R. Their press release proclaims this as a "... fitting celebration of combustion engine performance before Jaguar becomes a pure electric modern luxury brand in 2025." Also, the last remaining Jaguar saloon, XF, will only be offered with four-cylinder turbocharged power plants.

Have a Jaguar kind of November!

Bill

Renew Your Membership Now

You can now renew your membership in the Delaware Valley Jaguar Club for the 2023 membership year. Membership dues for 2023 are \$75.00 for the calendar year. The easiest way to renew is through the DVJC web site. Follow these easy steps:

- Go to <https://delvaljaguarclub.com/> and click on "Login."
- Enter your Username and Password and click on the black "LOG IN" button.
- Go to the "Members" tab and click on "Renew My Membership."
- Scroll down and click on "Renew Subscription." (You will see your current member expiration date here. The 2022 membership year expires January 25, 2023)
- You will see the current subscription rate of \$75/1 year. Click on the "CLICK TO PAY WITH PAYPAL OR CREDIT CARD." button.
- Complete the transaction.

Logged in members can use the "Review and Update My Profile Information" to update contact information or Jaguars owned.

If you are paying by check you can mail the \$75 membership fee to DVJC Treasurer Jim Sjoreen, 920 Ivycroft Road, Wayne, PA 19087. If you have information to update please use the form in the the November Jaguar's Purr which will be published soon.

If you have a problem please contact Brian Craig at bhc166@aol.com.

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 Estates, Academy of the New Church College Campus, and Pennypack Ecological Restoration Trust, terminating at the Jaguar 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!



Membership Musings

November 2022

By: Tony Tinari

Welcome to fall of 2022 in the Philadelphia region: crisp autumn air, the improbable Phillies in the World Series (about which more later), the Eagles with the best record in the NFL and, most importantly, DVJC membership renewal season! We've made some recent changes to our website to make the renewal process even easier for you. I've just re-upped myself and can attest that it takes only a few minutes. Why not do so now while you're thinking about it? I'll wait . . .

Okay, now that you're back here's an update on DVJC statistics: In 2022 we topped out at 166 members, 123 co-members, 4 associate members, 4 honorary members and one youth enthusiast. This is a healthy census, although we are always looking to increase our ranks. Our social media presence continues to expand, with 254 Instagram followers at last count. (Unfortunately, the 250th follower was not a DVJC member, so the premium for joining is rolling over. There will be some great, but as yet unidentified, Jaguar swag for the 300th follower, providing he or she is a DVJC member.)



At a recent meeting of your DVJC Executive Committee it was determined not to repeat the club survey which we conducted last year at about this time. In addition to avoiding the dreaded "survey fatigue", the consensus was that there is not a great deal of incremental knowledge to be gained repeating the exercise this soon, and that an appropriate interval would be more like every other year. Last year's survey results have been valuable in planning club activities and in understanding the demographics and preferences of our membership. For those of you who may not have seen, or who may wish to refresh your recollection of those results, the survey itself and

a summary article remain available on our website under the "Members" tab, then click on "DVJC Member Survey 2021".

There are some great events coming up this month in which I hope you will consider participating:



On Sunday, November 6, DVJC will join several other car clubs in the region for a literal "food drive", the Phil-A-Trunk ride to the Wells Fargo Center. This charitable event is a first for us, and promises to be a worthwhile and fun fall tradition. You can find further information elsewhere in this edition of the *Purr*.



On Saturday, November 19, we'll have our last "driving event", the "Jags and Java Junket". As with any junket worthy of the name, it consists of several parts: cars & coffee at a unique auto storage facility in Huntingdon Valley, a scenic drive in eastern Montgomery County through the historic Borough of Bryn Athyn (a National Historic Landmark District) and lunch at the Jaguar Land Rover Willow Grove dealership. You can read more about the event in the flyer which appears under "Events" on our website. Please keep in mind that although this triple-header is without member cost, you'll need to pre-register, and there is a limit of 50 attendees.

Membership Musings November 2022 (continued)



Finally, back to where I started. As I write this, the Phillies are about to begin Game 5 of the 2022 World Series. After the Phils' home run derby of game 3, followed by the Astros combined no-hitter of game 4, it's as if we are starting a new three game series (which may well have been decided by the time you read this). In any event, what a great ride it has been! It happens that we are not the only Jaguar enthusiasts who are also baseball fans. Our counterparts in Houston (home of those dreaded Astros) are rooting hard for their home team as well. Like DVJC, they have a very active Instagram account. With the blessing of our executive committee, we have placed a friendly wager on the outcome of the World Series. The stakes are local food items, meaning that if the Phillies go down, we pay off in Tastykakes and soft pretzels.

Conversely, if our team carries the day, we'll be collecting the spoils of victory in BBQ sauce and Texas toast I suppose. Below is one of the Instagram posts from the Jaguar Club of Houston after the battle was engaged. So, let's go Phillies, DVJC is counting on you!



Happy Motoring, and Play Ball!

Tony

Welcome New Member

Ken Adams
Philadelphia, PA



Speaking of Things Jaguar - November 2022

By Paul Trout

Unfortunately this month I was unable to complete the next installment of my series on 100 Years of Jaguar. Hopefully next month will be a better one. I've decided to share something I wrote a little over a decade ago as some self prescribed therapy. A few years later I "Jaguarized" it for submission in a Jaguar based fiction contest conducted by one of the JCNA clubs. It is a bit autobiographical and as Mark Twain would say "Mostly True". The car in the original version was my MGB-GT race car. The photo at the end was taken at Lime Rock on the cool-down lap just before the turn-in to the paddock. I was waving to the corner workers and didn't know at the time that I had just finished my last race ever and was, in fact, waving good bye to racing.

I'm Not There

It is a crisp cool morning in May. The sky is a crystal clear blue, giving confidence the day will warm up a bit. In the paddock the blips and crackles of race engines being warmed up fuels the slowly rising combination of anticipation and some anxiousness. Fluids are being checked, wheel nuts set to proper torque, and tire pressures adjusted. Shortly the slightly garbled loudspeakers will announce "Driver's Meeting in five minutes" and slowly a large group of friends and competitors will gather in the classroom building near the false grid to socialize a bit before the obligatory remarks and cautions regarding the day's activities on the track. Those scheduled to run the first session will be in full driver's suits ready to climb into their respective vintage race cars and head out onto the 10 turn, 2.0 mile Summit Point road course. It will be the first time out after the long winter.

I glance at my watch. Just past nine. I'm sitting in "The Cat", my E-Type Jaguar Coupe, calmly reminding myself that this is first time out this season, so take it very easy the first couple of laps. Warm the tires and brakes up well before pushing up to speed. Check the gauges closely and keep the revs under 6500 for the first few laps. Watch your mirrors and give a "wave by" to those driving a bit more aggressively. This is just the warm-up session for a day of testing and tuning. No need to push this morning. As I buckle the five point safety

harness, pull on my helmet, slide my sunglasses on and insert my hands into the leather and Nomex gloves, I can feel it starting to rise. That feeling of excitement tempered with some anxiety; cold track surface, cold tires, the car has been sitting all winter; some drivers will be overly aggressive. In this struggle of feelings, excitement gives a nod to anxiety and takes over as a smile broadens on my face inside the helmet. I flip on the ignition switch, flip up the fuel pump switch and push the starter button. The full race 4.2 liter Jaguar engine with its three Weber carburetors sputters a bit, and then comes alive with that crisp, deep, melodic roar that my ears love. It settles into a lumpy idle. Oil pressure is good, temperature slightly on the cold side, but ok. A quick mental review of wheel nuts tightened and tire pressures set. Bonnet clips are in place. Mirrors are set. A quick tug on each shoulder belt and I slide the shift lever into first and slowly roll out of my paddock space making my way to the false grid to line up with the other racers in this session.

There are lots of intoxicating car noises now with the twenty or so cars blipping throttles with a hint of impatience. The drivers are quite eager to put the winter behind them and do what fuels their passions. The grid marshal blows her whistle and holds up three fingers indicating three minutes to go and everyone should be ready. I look around at the familiar cars mixed in with a couple I've not seen before. As the marshal raises one finger, I give another tug on the shoulder belts, check the gauges and mirrors, and slide the lever into first. As she circles her arm and points to the track entrance, one by one I see the cars in front of me pull onto the 2900 foot main straight. After my friend Vic's very fast Austin Healey 3000 rolls off leaving me a clear path, I slowly release the clutch and I'm on the track watching the rev counter climb to 5800. Shifting into second as I pass the flag stand at the start/finish line, I see the double yellow flags to remind us that we stay in position, two by two, for the first lap. I'm into third gear gathering a bit of speed as we approach turn one. I drop back down to second and hold position with the Alfa to my left. Coming through the downhill section and into "The Bowl", I weave back and forth a bit to put some heat into the tires. Back up the hill and under the bridge now approaching turn eleven, I

Speaking of Things Jaguar - November 2022 (continued)

wonder if I will ever get turn eleven just right. Turn eleven is the most important turn on the track as it is where you pull your starting speed entering the long straight. As I exit the turn I can see the green flag waving. The voice in my head that was earlier cautioning me is now screaming "Green, Green, Green!" and my right foot responds. The Healey and I leave the Alfa behind as I force myself to keep the revs down and remember the tires that are still not quite up to temperature. Lots of brake lights ahead as we approach turn one. I take the inside line with a Corvette on the outside. As I accelerate out of turn one I feel a bump and a shudder. My eyes spring open and quickly I realize I am about three hours northeast of the Summit Point race track riding in the passenger seat of my wife's Jaguar X-Type. Reality sets in quickly. She is driving me home from a physical therapy session. For the first time since I made the painful decision to stop racing, I'm not at the annual test and tune day prior to running in the Jefferson 500 Vintage

Race. The sights, sounds and smells are there. My friends are there. The feelings, oh those feelings, are there too. But I'm not there.



Enjoy Your Jaguar!

Paul T

Member Anniversaries

Member		Co-Member		Join_Date	Years
C. Richard	Michie			30-Nov-69	53
Ken	Ruocco	Susan	Ruocco	25-Nov-93	29
Bruce	Russo			01-Nov-14	8
David	Leone			01-Nov-14	8
Gary Adam	Feldman			01-Nov-14	8
Robert	Nahodil	Melene	Nahodil	13-Nov-15	7
Andrew J. D.	Hurley	Hope L.	Hurley	01-Nov-19	3
Anthony	Tinari	Mary Alice	Tinari	08-Nov-19	3
Mark	Quinn			20-Nov-19	3
Allan	Horwitz	Linda	Harley	29-Nov-20	2
Leonard	Jensen	Simone	Spicer	12-Nov-20	2
Steve	Gendler	Cathy	Ridings	05-Nov-20	2
Bill	Thompson	Jean	Thompson	09-Nov-21	1
Jack	Mangiaracina	Amy	Mangiaracina	04-Nov-21	1
James	Guerra	Daniel	Guerra	22-Nov-21	1
John	Walsh	Kathy	Walsh	04-Nov-21	1
Philip	Janke	Bonnie	Janke	22-Nov-21	1

Editor's Note: The membership date of C. Richard Michie was misreported in the October issue of *The Jaguar's Purr*. He has been a member since 1969 and is a past president of the club. Please be aware some of the club's records, especially those regarding older members, may be inaccurate. If you see a discrepancy or have a question please contact me at bhc166@aol.com.



Delaware Valley Jaguar Club

Please join us for our Annual Holiday Party and Awards Celebration.

Sunday, January 22, 2023

11:30 am to 3:30 pm

William Penn Inn

1017 DeKalb Pike

Ambler, PA 19002 (GPS address)

At the corner of Rt. 202 and Sumneytown Pike

11:30 a.m. Cocktail Hour – Cash Bar with Snacks

A Free Drink ticket will be provided to members whose 2023 DVJC Dues are paid in full

12:30 p.m. Buffet Brunch

Buffet Brunch includes:

Hot and Cold Selections including:

Scrambled Eggs

Belgian Waffles

Parmesan Crusted Sole

Filet Mignon Tips

Smoked Salmon

Salads

Delicious Deserts

and much more.

There will also be Silent Auction of Jaguar Automobilia and Gift Baskets of Various Themes.

If you wish to contribute to the Silent Auction please contact:

Jaguar Automobilia:

Jim Sjoreen at jsoreen3860@ Comcast.com

Noe LaFramboise at jagnoe@att.net

Gift Baskets:

Irena Merluzzi at lbmerluzzi@aol.com

\$37.50 per person

You must register for this event **Prior to January 13, 2023** on the DVJC web site by [Clicking Here](#).

Alternately, please send a note indicating the number of people attending with a check payable to Delaware Valley Jaguar Club by

January 13, 2023 to:

Paul Trout

210 Warwick Furnace Rd

Elverson, PA 19520

610-286-5701 or pgtgt@aol.com

Club Membership Pays Dividends

By: Tom Shaner

As most of you know, membership renewals are due at this time of year and many of us have decisions to make. The following is a story highlighting just one of the many advantages of club membership.

Most of you have met our son, Jacob at various club events and may know that he got married in late September in Boston. He and his fiancée made a request last year to drive our 1969 E-Type during their wedding week if possible. (The same car we drove for our own wedding forty three years ago.) We agreed, but to do so, the car would have to be either driven up or trailered and have a safe, dry garage space. I talked to Bill Beible who contacted the Jaguar Club of New England to inquire. He found a fellow member, Dr. Dean Saluti, a college professor who graciously offered his garage space for the wedding week. It was doubly fortuitous that Dean's home garage was located three blocks from the wedding venue in Quincy. We called, met him later in May during the wedding shower and, at that time discussed details and logistics.

The week before the wedding, Jake drove the E-Type up to Quincy, MA. Dean generously provided his spare garage door opener for use whenever needed which was so convenient. The happy couple used the convertible for several day trips during the week including one to beautiful Nantasket Beach. (Not to mention lots of short jaunts with his future in-laws by request...Fun for all!!) The rehearsal dinner, wedding and reception came off without a hitch and fortunately, the weather cooperated.



1979

After four days packed with wedding events and obligations, Carolyn and I were exhausted but eager to make the trip home. On Sunday morning, we climbed into our fully packed family car at the hotel ready to pick up the E-Type. Upon starting the car, (our Mercedes Wagon), we got a sudden warning

alarm and flashing lights indicating "BRAKE FAILURE!!". We stopped at Auto Zone, added much needed brake fluid and immediately noticed a huge puddle and excessive leak by the right rear tire. The braking became noticeably weak. We immediately called Dr. Saluti who said he had a great mechanic but, of course, they were closed on Sunday. He told us to limp it to his house close by and he would set up a definite appointment for us first thing on Monday. He drove us back to the hotel where we spent an extra night.

As promised, he picked us up at 7:30 the next morning, we drove carefully to the shop where his mechanic immediately put it on the lift and diagnosed the problem while we were present. Since we had access to the E-Type, Dean took us to his home where we relaxed for a bit with his dear wife and found much to discuss about our mutual teaching experiences. We then used the Jag to get around in Boston, and gas up while the repair was in progress.



2022

The full repair was completed by 12:30 pm, (new brake line, hose and pads for both sides) and the price was very reasonable. Soon afterward, we were on the long road home, 6+ hours caravanning in our two cars. It took us several days to recover from our severe fatigue and stress but we made it safely with more than a little help from our new friends.

In this case, club membership and connections paid big dividends! A gracious fellow car enthusiast and new acquaintance had saved us from incredible aggravation, time and expense in a totally unfamiliar city. We are so grateful to have met Dean Saluti and his lovely wife, , through our DVJC connection.

Quakertown Cars and Coffee

By: Kevin Fitzgerald


On Thursday, October 27, Bob De Lucia from the Delaware Valley Triumph Club (also a DVJC member) and about two dozen members of the Keystone Automobile Club and DVJC got together for a quick Cars & Coffee next to the Starbucks in Quakertown. Allen Hess brought his green '63 Triumph TR4. Jerry Kunkle brought his green '66 E-type. I brought my E-type. Mike Engard from DVJC and new DVJC member Don-

ald Rummel from Quakertown, driving his anthracite 1998 XK8, also attended. A host of British cars were showcased, notably TR6s, MGTDs, two Austin Healeys, an XK8, an XKR, and a forlorn looking but rare '55 Morris. It was a great opportunity to talk to people from other British car clubs and share our motoring memories. I hope this was the first of many quick get-togethers.







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Provided by "E" Alan Karpovitch



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Recognizing 1968 E-Type Changes

By: "E" Alan Karpovitch

For the April 2022 edition of the Jaguar's Purr, I wrote an article about recognizing 1961 E-Type changes that happened in that specific year. I have continued each follow-on month with each follow-on yearly model. This November article is the 1968 recap with seven easily recognized changes. Hang-on Series 3 owners, your time is still coming!!

First I want to mention a very interesting 1968 LHD yellow primrose OTS, chassis #1E16167, registration # RUE419F, built 28 October 1967. The car was loaned out by Jaguar and immediately placed on display on the Cunard line flagship RMS Queen Elizabeth for three years. Although the car is possibly the lowest millage E-Type on the planet (less than 500 miles), it also covered nearly 600,000 miles as a "passenger", doing weekly transits from New York to Southampton. RMS Queen Elizabeth was completed in 1940, and initially used as a WW2 transport. She started carrying commercial passengers in 1946, until 8 December 1968 when she was taken out of service. It had been deemed that trans-Atlantic crossings became unprofitable. The cruise liner then was placed in Port Everglades Florida as a tourist attraction, but that was unprofitable and only lasted till August 1970, when Cunard Cruise Lines sold the ship to Hong Kong tycoon Tung Chao Yung for 3.5 Million. The E-Type was then removed and returned to Jaguar. (Good thing!) The ship was sailed to Victoria harbor, Hong Kong. While the ship was being renovated to become a floating university, a fire broke out under unexplained circumstances. She capsized in January 1972 in the harbor, and was later scrapped. The sunken capsized vessel was featured in the 1974 James Bond film, "The Man with the Golden Gun", but that is a different rabbit hole for another day. The Jaguar Heritage Trust eventually became the E-Type's owner. This E is now on display at the Coventry Transport Museum.

Several major changes happened in mid August of 1967 for cars going to the US. These cars are now known (again unofficially, just like the series 1.25) as Series 1.5 cars, and began model year 1968. All US model year 1968 cars were this configuration, until the last Series 1.5 cars rolled off the Brown's Lane assembly line in July 1968. This is the end date for all Series 1(4.2) cars, and in August 1968 the Series 2 will start for all markets.

1) Starting mid August 1967, (after completing all 16,687 Ser 1.0 and 1.25 (4.2) cars), the 6 toggle switches on the dash were changed to 10 rocker switches for safety reasons on US cars only. It is undocumented how many injuries occurred from those killer toggle switches. Also the ash tray was

moved to the center console, to allow for the now available optional Air Conditioning to be installed. Rocker switches were installed on the RHD cars commencing with the Series 2 model. Starting:
LHD chassis-1E15980 (OTS)//1E34583 (FHC)//
1E77709 (2+2);
RHD chassis-1R 1001 (OTS)//1R20001 (FHC)//
1R35001 (2+2).

2) Starting mid August 1967, (after completing all 16,687 Ser 1.0 and 1.25 (4.2) cars), the three SU carburetors were replaced with two Zenith-Strombergs, on the US models only. This included a new intake manifold and also a cross pipe to route some of the air fuel mixture to be heated, and then passed back to the intake side. The 1968 quoted US HP was lowered to 245 BHP @5000 RPM with 263 ft lbs of torque at 4000RPM. Canada and European cars still had 3 SU carburetors. This change happened around engine numbers 7E14100 and E53800 (2+2). Starting:

LHD chassis-1E15980 (OTS)//1E34583 (FHC)//
1E77709 (2+2);

3) Starting mid August 1967, (after completing all 16,687 Ser 1.0 and 1.25 (4.2) cars), the smooth polished cam covers were replaced with grooved black ribbed cam covers, on the US bound cars. Over the coming years, there were slight variations in these new covers. The oil filler cap dropped the engraving JAGUAR, and that label was relocated to the right cam cover. This started around US engine # 7E14100 and # 7E53800 (2+2). For non-US, this occurred around engine # 7E16116 and # 7E54314, in February 1968. Starting:

LHD chassis-1E15980 (OTS)//1E34583 (FHC)//
1E77709 (2+2).

4) Starting mid August 1967, (after completing all 16,687 Ser 1.0 and 1.25 (4.2) cars), the two-eared wheel knockoffs were neutered and now required a special tool and a different mallet. This change happened first on the LHD cars, and later when the Series 2 cars commenced for the RHD cars. Starting:

LHD chassis-1E15980 (OTS)//1E34583 (FHC)//
1E77709 (2+2);
RHD chassis-1R 1054 (OTS)//1R20073 (FHC)//
1R35099 (2+2).

5) Starting mid August 1967, (after completing all 6842 Ser 1.0 and Ser 1.25 (4.2) OTS cars), a few changes happened to the convertible hood. The hood frame had three bows and switched to two. Hoods were originally made of mohair fabric cloth, and six colors were available (Black, Blue, Fawn, French Grey, Gunmetal, and Sand). The new material was

Recognizing 1968 E-Type Changes (cont'd.)

everflex vinyl, and only available in black, blue and fawn. Early hoods had a long bag of lead shot going transversely across the underside hood, to prevent drumming. Later cars had a smaller bag in the middle. This change happened first on the RHD cars, later on the LHD cars. Starting:

LHD chassis-1E15980 (OTS);

RHD chassis-1E1864 (OTS).

6) Starting mid August 1967, (after completing all 16,687 Ser 1.0 and 1.25 (4.2) cars), the radiator was changed, two electric white plastic fans replaced the original single bladed electric metal fan, the expansion tank was relocated to the bulkhead, and the fan shroud was crackle black. First the LHD cars got this change, and later the right hand drive cars received these changes in April 1968. Starting:

LHD chassis-1E15980 (OTS)//1E34583 (FHC)//

1E77709 (2+2);

RHD chassis-1E2051 (OTS)//1E21807 (FHC)//

1E51213 (2+2).

7) Starting mid August 1967, (after completing all 16,687 Ser 1.0 and 1.25 (4.2) cars), a drivers side mirror was added to the North American cars, as well a a breakaway windshield mounted interior rear view mirror. Starting:

LHD chassis-1E15980 (OTS)//1E34583 (FHC)//

1E77709 (2+2).

~~~~~  
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 and 1.5 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".

Happy motoring!!!

Before we leave the Series 1 4.2, I thought it might be fun to review paint options (or colours, as the Brits like to say). There were at least 25 colour choices offered (OK, that's the last time I will say/spell it wrong). Opalescent (op) is the British way of saying metallic. DB=Dark Blue. LB=Light Blue. Remembering there were 22,919 Series 1 4.2 cars produced, here are the paint color options listed by most popular, to least chosen, along with interior color options: (and cream is still a very popular color)

## EXT COLOR QUANTITY INTERIOR

|                  |      |                            |
|------------------|------|----------------------------|
| op Silver Blue   | 2724 | Black, DB, Grey            |
| Cream            | 2541 | Black, DB, Red             |
| Primrose Yellow  | 2473 | Black                      |
| Carmen Red       | 2222 | Black, Red, Beige          |
| op Silver Grey   | 2172 | Black, Red, DB             |
| op Golden Sand   | 1710 | Blk,Red,Beige, Lt Tan,Tan  |
| op Dark Green    | 1705 | Blk,Beige, SuedeGrn,Lt Tan |
| op Maroon        | 1589 | Black, Maroon, Beige       |
| Dark Blue        | 1315 | Blk,Red,Grey,DB,LB         |
| Black            | 1014 | Black, Red, Beige          |
| Brit Rac Green   | 1000 | Black, Beige, Suede Green  |
| Willow Green     | 504  | Black, Beige, Suede Green  |
| Light Blue       | 289  | DB                         |
| Sable            | 279  | Black, Fawn                |
| Beige            | 262  | Blk,Red,Beige,Lt Tan,Tan   |
| Ascot Fawn       | 206  | Blk,Beige,Cinnamon,Tan     |
| op Lt Maroon     | 188  | Black, Maroon, Beige       |
| Signal Red       | 149  | Black                      |
| Warwick Grey     | 135  | Black, DB, Red             |
| Light Green      | 89   | Beige, Suede Green         |
| Valentine Beige  | 82   | Black, Tan, Beige          |
| Sherwood Green   | 79   | Suede Green                |
| Oyster Beige     | 34   | Black                      |
| New(Cherry)Red   | 25   | Black, Beige               |
| Daimler Sil Grey | 14   | Black, Red                 |

That accounts for 22,800 out of 22,919 Series 1 4.2 cars. What about the other 119, you may ask? They were special order and trial colors, all very limited in numbers. These included opalescent dark blue, opalescent gunmetal, Porsche Bahama Yellow, and Rolls-Royce Shell Grey.



# Recognizing 1968 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, and even the owner's preference. (Nobody wants to buy last year's model, at full price).

**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 1968 E-Type Changes Photos



Toggle switches  
(Ser. 1/1.25)



Rocker switches  
(Ser. 1.5/ 2)



3 SU carburetors  
+smooth cam covers



2 Stromburg carburetors  
+grooved covers



2 eared knockoff



Neutered knockoff



3 bows hood  
+lead shot sleeve



2 bows hood  
+small lead bag



Twin plastic fans



mirror



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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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See page 7 for details.

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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**



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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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# November 2022 Calendar Car

By: Patrick Scullin

The Jaguar XK's have always been a love of mine since growing up in the 50's and 60's when they were featured in many of the now classic movies and TV shows of the era. Their design is a combination of sleek elegance and raw power. The first time I was able to (try) to get in an XK was in the later 90's, a XK120. It was being prepared by my good friend Rick Touhill for sale. Rick was working on a frame up restoration of my Austin Healey 100/6 at the time. Truth is I couldn't fit my legs under the big steering wheel of the XK 120. So, I set my sights on the XK140. Full disclosure: I don't know the first thing about mechanics and don't have an engineering cell in my body. Rick is a genius. We met 30 years ago when our kids were in pre-school together and became fast friends. I asked him to take over managing my out-of-warranty Mercedes SL which he did for 15 years, restored the Healey and took over management of my XK 140 MC as soon as I acquired it in 2008. After unsuccessfully looking to buy the right XK140 for seven years, I finally turned to Mike Tillson for help. Within a couple months he found one he thought fit the bill in southern Virginia and drove down with me to check it out. Asking for the help of bright people has been the key for me enjoying classic cars. My good friends Wicker and Sally Frances lent much needed support all along the journey. Their motto "just go for it"

The XK 140 MC was in very sound condition when I bought it. The short history I know about was that it was a California car, restored in the 1990's. Records show it was well cared for from that time forward. The last owners before me, an elderly couple from Washington, DC, turned it over to a friend of Mike's for sale. I did not venture to look any further.

When the car arrived to my home I brought it down to

Rick, owner of Harmen Automotive on Cricket Avenue in Ardmore. Following his initial examination of the car in 2008, he recommended several projects including some to be done immediately.

- Replaced the engine coolant pump and coolant hoses.
- Repaired and refinished the radiator.
- Replace the coolant thermostat.
- Drained pressure cap.
- Overhauled generator, replaced bearings and belts etc.
- Fabricated proper heater pipe.
- Overhauled brake hydraulics.
- Rebuilt master cylinder and front and rear cylinders and all brake hoses.
- Replaced steering rack mounts and tie rod gaiters (inner end when necessary).
- Crank shaft balance, damper assembly and centering cone.

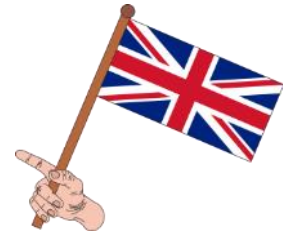
Each winter the car goes to Rick's shop for oil and filter change, all fluids and lubrication job. Additionally, we go through every system on the car. So there are dozens of additional items that have been replaced, rebuilt or fabricated as a course of order over these many years. The car runs great. The engine is a beast and the ride and handling are just a joy. It cruises along the highway at 75 without so much as a rattle or shimmy. Nothing better than Fall in the mid-Atlantic for a Sunday morning drive, top down on empty country roads. I've met some of the most interesting people from all walks of life through a mutual love of classic cars. But the 1956 XK 140 MC seems to attract a certain fascinating generation.







## 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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