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# The Jaguar's Purr©

Is an official publication of

THE DELAWARE VALLEY JAGUAR CLUB

A chartered, non-profit corporation

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*December 2022*

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## Jags & Java Junket—Wow!



November 19th was a beautiful, brisk day to take your Jaguar for a ride. Members and guests of the Delaware Valley Jaguar Club met at Cannonball Storage in Huntingdon Valley for coffee, bagels and a tour of the facility. From there we went to the Glencairn Museum and Cairnwood Estate for a brief view and presentation on the history of the property. A scenic drive then took everyone to Jaguar Willow Grove where we enjoyed lunch and a tour of the new facility. It was a great day enjoyed by all who attended. Thanks to Tony Tinari for arranging this event and to the wonderful people at Cannonball Storage, Glencairn and Cairnwood Estates, and Willow Grove Jaguar for their exceptional hospitality.

Don't forget, it's membership renewal time. Maintain your club benefits and enjoy the frequent activities through 2023. See page 6 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 41 & 42 to update information. See page 7 for more information.

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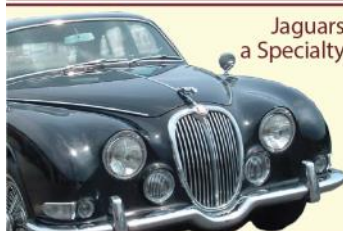
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## ADVERTISING RATES

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

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

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\$35.00 per year

## DVJC OFFICERS INFORMATION

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# Upcoming DVJC Events

**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.

**February 18 2023**  
**10:00 a.m.**

**Eastwood Demos and Slyfox Brewery Lunch**  
**Pottstown, PA**

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

**March 19, 2023**  
**10:00 a.m.—12:00p.m.**

**RSVP Required**

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

Contact: Arrangements pending.

**April 1, 2023**  
**All Day**

**Antique Automobile Club of America**  
**Hershey, PA**

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

**May 5, 2023**  
**9:00 a.m.—1:30 p.m.**

**Golf Outing**

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

**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](http://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 Monthly Bill *December 2022*

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Do you still feel like a stuffed turkey or do your clothes, once again, fit like they should? For the first time I can recall, I never made it back for “seconds” and I still ended up in a food coma. I hope you all had an enjoyable and relaxing Thanksgiving holiday.

Thanksgiving capped off a busy month for our club. At the invitation of the local Porsche Club, we participated in the Phil-a-Trunk Food Drive supporting hunger relief in the greater Philadelphia area. The combined donations of food and funds help many people in need. Thanks to Paul Trout for taking the lead and organizing (herding cats?) our participation. Two short weeks later, the Jags and Java Junket was a great success with a large turnout on a beautiful day. Tony Tinari orchestrated the day's events at Cannonball Storage, Glencairn and Cairnwood Estate, and Willow Grove Jaguar. We appreciate Tony's efforts and the support of each of these organizations.

Unfortunately, I was in the shop for some major maintenance work so was unable to participate. My mechanic, Dr. Chet Simmons, found some

“top notch” parts to replace my worn-out right knee. He had all the right tools and a service bulletin, so the new parts are now in place. This procedure does come with a long, gradual break-in period. In fact, this afternoon after my one-month post-op appointment, I took a big step forward and test drove my knee behind the wheel. I covered over two miles, first in a parking lot and then on back roads coming home. Wow! It wasn't exactly performance driving but it certainly felt good to know I can drive when I want to do so.



The last of the nineteen club events for 2022 is breakfast at the Spring House Tavern on Saturday December 10. [Register now](#) so you are sure to have a seat.

Following cancellation of our 2022 Holiday Party (again), our activities returned pretty much to normal – “post Covid.” We endeavored to offer a wider range of event types at broader geographic locations so more members could participate conveniently. “Thank you” to the event organizers and the hosts and hostesses who opened their homes to our members.

The 2023 event calendar is shaping up well. Most of the first half of the year is scheduled and includes several interesting events. [Check the details on our website](#). Work is still in progress for the remaining open dates.

And on the far horizon, I see a prowl of Jaguars cutting a path through the Poconos at peak fall foliage time. Planning is underway now for a fun-filled four days and three nights to-



## Your Monthly Bill *December 2022 (continued)*

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gether next October. Please see the flyer on page 21. A room block has already been set up so get your reservation soon. Don't miss out! As arrangements are firmed up, details about activities will be communicated.

Given the solid financial position of our club, the executive committee voted to increase the amount of money directed to subsidizing the costs of our events. Additionally, for the third consecutive year, every member will again receive our beautiful club calendar free of charge.

And, speaking of saving money, twenty members of our club purchased Jaguar throw blankets offered at cost (a \$20 discount to the online price). Thanks to Noe LaFramboise

for managing this program. Everyone who ordered a throw will have it in time for Christmas.



Best wishes to you and your families for a relaxing and joyous holiday season.

*Bill*

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## Renew Your Membership Now

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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](mailto:bhc166@aol.com).

## DVJC Bi-Annual Election of Officers and Directors

Our bi-annual election of Officers and Directors will happen between December 1<sup>st</sup> at 12:05am and December 10<sup>th</sup> at 11:55pm. You will receive an email invitation to vote in the election for:

President, Vice-President, Treasurer, Secretary, and Membership Director, all of whom are incumbents and running unopposed. However, you may abstain or submit a write-in for each position.

Up to 4 candidates for the general Director positions. There are 5 candidates for Director, including the 4 incumbents. You may also choose to select none of candidates or submit write-in candidate(s).

You will be automatically logged in to vote in the election upon clicking the link in the email invitation. If you do not receive an email invitation to vote after the December 1<sup>st</sup> start time, contact Paul Merluzzi at [pawlym@aol.com](mailto:pawlym@aol.com). **You will be allowed one vote per JCNA member number. So, if you and your spouse/partner are members under a single JCNA number, only one vote will be allowed.**

### New candidate for Director

With the exception of one candidate for Director, Bill Thompson, all candidates are incumbents. Bill and his wife Jean live in Millsboro, DE. From a car perspective, they have driven Jaguars for over 30 years. The first was a 1988 XJ8. All have been drivers and only one has been shown, a 2004 XK8 convertible. They presently have the XK8, plus a 2019 F-Pace, and a 2021 E-Pace. Bill and Jean have been members of three Jaguar clubs for the past 25 years; two in California, with the most recent being with JOCLA. They joined the DVJC soon after their move to Southern Delaware in July 2021. They also have a 1939 Packard, which was shown most recently at this year's St. Michaels Concours.

Though he is a car-person, Bill candidly admits to having no mechanical or technical skills, but he enjoys going to Concours and was a volunteer at Pebble Beach until leaving California.

Rev 1

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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.



# A Century of Beautiful Automobiles—Nothing Dampens Our Spirit

By: Paul Merluzzi

For only the third time in 15 years, "[The Classics at Brantwyn](#)" (The Classics) was deluged with heavy rain, thanks to the remnants of Hurricane Ian. But the crowd (over 200 guests) and a handful of the 28 invited show cars came anyway and the show went on, though we could not park the show cars on the lush lawn in the rear garden. Once again, the invited show-car lineup had something for everyone from a 1927 Rolls Royce to a 2020 McLaren GT. Several other beautiful examples from the 1930's and 1940's, muscle cars from the 1950's and 1960's, world-famous race cars, and modern super-cars completed the original lineup. The Delaware Valley Jaguar Club (DVJC) was well represented by eight members:

- Ed and Carol Petrow (1940 LaSalle)
- Dominick Infante (1951 C-Type Replica)
- Mike Eck (1955 XK140MC OTS)
- David Moser (1956 Continental Mark II Coupe)
- Paul Merluzzi (1958 XK150 FHC)
- Tony Tinari (1970 E-Type FHC)
- Joe Lorini (1967 420 Saloon)
- Steve Schultheis (1976 XJ6)

For those of you not familiar with The Classics, the event is a benefit for The Kennett Symphony of Chester County (KSCC) – the only professional symphony orchestra in Chester County. It is centered around beautiful and historic automobiles from the beginning of the 20th century to the present. Held on the exquisite grounds of the Brantwyn Estate (formerly a du Pont family residence), The Classics is a unique garden party featuring an open bar, gourmet brunch catered by the DuPont Country Club, and musical entertainment along with the magnificent cars - generally a different set of 25 to 30 show cars each year. The cars parade before the crowd assembled in front of the Brantwyn Mansion where Lamborghini Bellinis are be served, musicians entertain, and each car/driver is introduced. After the cars are in their designated display spaces, a scrumptious Champagne Brunch is served after which the cars are available to be viewed (and drooled over). Terry Klinefelter and Glenn Ferracone keep things lively with their jazz quartet. Presentation of the "Peoples' Choice" award for the Best of Show ends the festivities in mid-afternoon.

This year, our own Ed and Carol Petrow took top honors in their 1940 LaSalle Model 5067 Convertible Coupe (see the accompanying picture). The La

Salle marque was one of General Motors' "junior division" experiments of the 1920s and 1930s wedged in between the most expensive Buick and the least expensive Cadillac. The Petrows purchased the car in 2020 and spent two years bringing it up to its current level of operation and appearance. It is still a work in progress. Do you remember the theme song from the hit TV show "All in the Family"? The lyrics from "Those Were the Days" contained the phrase, "Gee our old LaSalle ran great".

While the 2022 event was an artistic, gastronomic, social, and financial success, we are not sitting on our laurels. "[The Classics at Brantwyn](#)" committee is hard at work planning another spectacular event for **October 1, 2023**. The event will once again feature approximately thirty vintage and exotic cars plus some historic race cars. Please save the date and help us to preserve the mission of the KSCC to present great music and maintain community outreach programs — something KSCC has been doing for over 80 years. Your participation in "[The Classics at Brantwyn](#)" makes a very large impact on the lives of many people. Thank you to our patrons, sponsors, and car owners for another successful and enjoyable event.



Ed & Carol Petrow, alongside their beautiful 1940 LaSalle Convertible Coupe. They are holding the first prize award from "[The Classics at Brantwyn](#)", a framed event poster signed by the show-car participants.





# Membership Musings

December 2022

By: Tony Tinari

In keeping with the “I’ll have a little bit of everything” approach to the Thanksgiving holiday just past, this will be a recap of our November highlights. As we are at the height of membership renewal season (and doing well at that so far, thank you very much) I’m hoping that by the end of this column those of you who have not yet renewed will be sufficiently convinced, or at least guilt-ridden enough, to sign on for another year of DVJC happenings.

## Batter Up!

Starting where I left off last issue, November began with our beloved Philadelphia Phillies hoping to hang on as a team of destiny. While their destiny turned out not to be that of World Series Champions, they nevertheless had a great, if improbable, run and provided us all with much to cheer about.



A little rest after a great run.

Of course, the implications of this for DVJC were that we lost our World Series wager with the Jaguar Club of Houston and had to pay up with a generous package of regional food (which I deemed to be Tastykakes® and Hershey’s Chocolate).



The Payoff.

Sending all this good stuff to the hometown of those dreaded Astros was not a pleasant task, however the wager did result in an unexpected and interesting benefit! As I was keeping the club leadership informed via email of my ongoing dialogue with our counterparts in Houston (mostly trash talk, frankly), our colleague Paul Merluzzi started weighing in with anecdotes of his days as a formidable young baseball pitcher. With each game of the Series, there was another Merluzzi-gram, each with an amusing story from Paul’s playing days, or his baseball fandom including his encounters with some interesting major leaguers. We’ve captured this anthology of baseball tales and I’m going to wrap it all together for your reading pleasure in a future issue of the *Purr*.

## Stepping Up

After game 6 sealed the Phillies’ fate on Saturday, November 5, a contingent of DVJC members could be found drowning their sorrows by participating in the Phil-A-Trunk “Food Drive” event on a rainy Sunday morning, November 6. This was a first for our club, and an opportunity to take part in the largest single location food drive in the United States. It supports Philabundance which helps over 700,000 people in the greater Philadelphia area. The participating members met at the Capital Grille in King of Prussia,

## Membership Musings December 2022 (continued)

then proceeded on a drive to the Philadelphia sports complex parking areas to unload their contributions. The Porsche club was the dominant marque represented; the sound of about 100 of them simultaneously leaving the marshalling area was quite remarkable! Our Jaguar contingent contributed roughly 700 pounds of non-perishable food items for this worthy cause, a respectable showing for our first time out.



E-Type Boot with the Booty.

### Meeting Up

On a chilly Saturday, November 19, we held our last “driving event” of the season, which was actually a three part deal we called the “Jags and Java Junket”. The “Java” was provided by Cannonball Storage in Huntingdon Valley, together with a tour of the facility and a chat with owner Chris Allen, a car guy’s car guy if ever there were one. Despite the cold, the vintage vendor truck actually started and served up some delicious breakfast bagels.



Cannonball Conversation.

From there we proceeded to the nearby Bryn Athyn Historic District for an outdoor view of the Cathedral, and of the Glencairn and Cairnwood Estates, with some color commentary from Leah Smith, Glencairn Museum Visitor Experience Manager. The views were breathtaking, as were the chilly gusts of air!



Prime Realty: The Glencairn Estate

After a brief scenic drive through some of the Pennypack Trust Preserve lands, we reached our final destination, not to mention lunch! Our hosts at Jaguar Land Rover of Willow Grove could not have been more accommodating, and treated us to a great meal as well as a complete tour of their new facilities.



A Leaper on Steroids at JLR Willow Grove!

## Membership Musings December 2022 (continued)

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### Coming Up

Lastly, a preview of coming attractions . . . Your 2023 Calendar Committee has been hard at work on the third annual DVJC Jaguar Calendar, and I can report that it's a beauty! Pictured below we tease the cover photo, Alex Cole's 1938 SS 100 Drophead Coupe, as captured by Jay Greene, photographer extraordinaire. There are 11 other spectacular shots as well, with a good variety of classic and modern models. It's at the printer as I write this, and will be in your mailbox during the month of December.



Wall Art: 2023 DVJC Calendar!

As you can see, it has been a busy month for DVJC. Which, of course, leads me shamelessly to the sales pitch which I promised you at the outset . . . If you agree that all of the above goings on (which do not even include the other 11 months of the year, and all of the benefits of JCNA membership) are of value to you as a Jaguar enthusiast, then please renew your membership for 2023 if you have not already done so. Let's continue this Jaguar journey together! There you have it.

Happy Motoring, and Happy Holidays!

*Tony*

**Editor's Note:** This seems like a good place to remind you to renew your membership (if you haven't done so already) so you can enjoy future activities such as those reported by Tony and Bill. See page 6 for more information.

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## Welcome New Member

Joseph & Susan Settefrati  
Philadelphia, PA





## Speaking of Things Jaguar - December 2022

By Paul Trout

### Celebrating 100 Years of Jaguar:

#### The Seventies: A Test of Survival

Jaguar, with Sir William Lyons still at the helm after nearly fifty years, entered the turbulent seventies sailing in rough waters heading toward some dire straits. To understand those rough waters we must take a look back at how the British auto industry had been evolving since the fifties. The consolidation of the British auto industry began in earnest when Austin and Morris merged to form the British Motor Corporation (BMC) in 1952.



BMC then acquired Fisher and Ludlow, the body supplier for Standard-Triumph (Standard had purchased the sinking Triumph company in 1945). The waters started to become rough when BMC refused to supply bodies to Standard-Triumph for the anticipated Triumph Herald saloon. The Herald would directly compete with BMC's line of small saloons. Lyons thus far had been able to steer Jaguar clear of the growing storm, but when BMC also acquired Pressed Steel, Jaguar's body supplier, there was room for concern. By the mid-sixties with Leyland having purchased Standard-Triumph and Chrysler picking up the Rootes Group, which held Hillman, Humber, Singer, Sunbeam and a few

others, it appeared the British motor industry was headed toward control by a few large players. George Harriman, chairman of BMC, made no secret of his grand design for the British motor industry; a merger of BMC, Leyland, Rover and Jaguar. The long term viability of Jaguar as an independent motor company, in Lyons's mind, did not fit into that grand design. Over the years Lyons had engaged in discussions with various companies, Leyland, Rover and others, but without assurance of total control of Jaguar they never went forward. But he knew his leverage with BMC was a bit limited. BMC controlled 35% of the British market compared to Jaguar's 1.25%. BMC's production capacity was 20,000 cars per week; Jaguar built about 600 in the same week. BMC with 120,000 employees world-wide was about ten times the size of Jaguar. Up to this point Sir William Lyons had maintained full personal control of Jaguar Cars, Ltd.; a position that he would fiercely protect. However, citing some concerns of being taken over by an American company as had happened to Rootes (that scenario for Jaguar would have to wait a couple of decades), Lyons reluctantly entered into discussions with BMC. An agreement was reached on July 9<sup>th</sup> 1966 and the joining of BMC and Jaguar was announced on July 11<sup>th</sup> 1966. Lyons viewed the end result as a merger, Harriman knew it was an acquisition by BMC, but referred to it publicly as a joining of forces to become the largest wholly owned British company. Lyons gave assurances to the press, stockholders and employees stating "it is intended that Jaguar should continue to operate with the greatest possible degree of autonomy." Further reinforcing that perspective it was announced in December of 1966 that BMC/Jaguar would become British Motor Holdings (BMH). BMH was created with the intention that it would be an umbrella over both companies with each having full autonomy. In the midst of all of this management shuffling the British motor trade was rife with labor strikes within both the motor companies and suppliers. British Motor Holdings, while still sorting out its direction was losing market share to overseas competitors, particularly in the US market.

BMH suffered substantial losses and lasted

## Speaking of Things Jaguar - December 2022 (continued)



a little over a year. At the personal urging of Prime Minister Harold Wilson and with the inducement of a £25M loan from the Industrial Reorganization Corporation, a merger of British Motor Holdings and Leyland Motors was agreed. The formation of British Leyland Motor Corporation (BLMC) was announced in January of 1968. Once again Sir William Lyons would have to fight to protect, not only his leadership, but the autonomy of Jaguar as an independent company. Sir Donald Stokes, chairman of Leyland, was an ambitious man who saw chairmanship of Britain's largest corporation within his grasp. As negotiations of the operating principles of the merger dragged on, the two Sirs, Lyons and Stokes, met in late March. The outcome of the meeting was that Jaguar would remain a separate operating unit, subject to the overall policies of the British Leyland board. Lyons would remain as Executive Chairman and Stokes would become a Director on the Jaguar Board.

Corporate upheaval, strikes and difficulty meeting production targets for the new XJ6 saloon made for a difficult 1968, but the following year showed great improvement. In 1969 Jaguar set a production record of 28,614 cars with the XJ6 accounting for nearly half and the revised Series 2 E-type almost 10,000. The remaining sales were of cars in the lineup that had been discontinued during the year. The lineup was down to three models with the 420G lasting only another year.



Jaguar entered the new decade fighting,

sometimes literally, to save its identity within British Leyland Motor Corporation with a catalogue that only held an aging sports car whose replacement was taking longer than expected and a game changing saloon whose sales were being impacted by supplier problems. As what amounted to being a small part of a massive motor corporation, Jaguar was continually fending off pressure from former competitors who were struggling to save their own product lines. Rover in particular knew that success of the XJ6 meant the end of their P8 luxury saloon program. The eventual cancellation of the Rover P8 in 1971 after over three years of development was publicly laid at the feet of Sir William as he was then a member of the BLMC board; however it was actually a rather serious engineering flaw that euthanized it. The 30 mph frontal crash test was a disaster. Instead of the engine bay crumpling to absorb the impact; it was the passenger compartment that crumpled. Hasty and expensive design changes had minimal impact on the results and spelled the end of the project. The Jaguar XJ6 would be the flagship of the British Leyland Motor Corporation.



The end of one battle only led to the begin-

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## Speaking of Things Jaguar - December 2022 (continued)

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ning of another. With the Jaguar 2.8 liter XK engine, initially installed in the entry level XJ6, growing a problematic reputation, there was mounting pressure on Jaguar to use the General Motors based Rover V-8 in its place. Engineering director Bob Knight would have none of that and staved off this attack by making the well proven 3.4 liter XK engine the heart of the entry level XJ6, thus preventing a Rover/GM dilution of the Jaguar pedigree.

1972 marked the fiftieth anniversary of the founding of Jaguar. Lyons had been at the helm for all of those fifty years. On February 4<sup>th</sup> 1972 Sir William Lyons, who had built a motoring empire and launched a marque known and admired the world over, announced his well earned retirement. During various interviews after his retirement Lyons shared a few noteworthy observations.



When asked which period in the company's development might have brought him the greatest personal satisfaction he replied *"While difficult to identify a single period .....I would say the substantial step forward we made in 1952 when we moved to Brown's Lane, then the acquisition of Daimler, Guy Motors and Coventry Climax. It was during this period we had such success in racing, particularly at Le Mans, our first victory establishing the first British win in many years."*

As to how Jaguar cars compared to others? *"I get all sorts of cars to drive, American, German, French, Italian....They are all good cars for I am not interested in other than good cars, but I always feel after trying one of them and getting back into an XJ6 that the XJ6 is the better car. I always enjoy driving it more."*

Which of his many designs had given him

the most pleasure...."*At the time the XK120; but without hesitation I can say the XJ6 – a car which took six years to develop – has pleased me the most."*

On a less positive and more reflective note he shared *"I have enjoyed building up Jaguar, but I would certainly not like to start again today, if only because I am sure present day conditions would make it impossible to achieve the same result."*

At retirement Lyons handed the helm over to Frank Raymond Wilton England, better known as "Lofty" England. Lofty had been with Jaguar since 1946 and was the Jaguar Team Manager during the fifties Le Mans victory years. Lyons had nurtured and mentored him from the time he started with the company and was quite fond of him. While Lofty England would take over leadership of Jaguar, he would not inherit Lyons seat on the board of BLMC. Was this going to be an issue? The answer came rather quickly. Three days after the retirement announcement, BLMC released an internal communication outlining the parent board's approval of a one-company structure that would encompass all trading companies; including Jaguar. By New Year Jaguar would cease to exist as a separate company. In March of 1973 Jaguar Cars Ltd was absorbed into British Leyland Exports Ltd. Geoffrey Robinson was appointed Chief Executive of Jaguar division pushing Lofty England aside as non-executive Chairman. Morale within Jaguar was rapidly spiraling downward. Finding Robinson impossible to work with, Lofty England, who had been with Jaguar over thirty years, resigned.

By the end of 1974 BLMC was floundering on the verge of bankruptcy. The financial backers were becoming increasingly fearful of incurring disastrous losses. At the urging of the banks, three-way talks were initiated between Lord Stokes (still at the helm of British Leyland), Tony Benn (Secretary of State for Industry) and themselves to formulate a plan to avoid the worst. The government agreed to guarantee the growing overdraft to the banks for BLMC with their agreement to government involvement in the company's management. The National Enterprise Board was given the task of assessing BLMC's current structure and making a recommendation for its future. Heading up the National Enterprise Board was Don Ryder. His full name was Sydney Thomas Franklin Ryder, Baron Ryder of Hastings, but he was best known as Don Ryder. Ryder was handed a huge mess that had been building since BMC was formed in 1952 with a short time to sort it out. On March 26<sup>th</sup>



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## Speaking of Things Jaguar - December 2022 (continued)

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1975, fourteen weeks after accepting the task, Ryder handed his report to Tony Benn. The official title of the report was “British Leyland: The Next Decade”, better known as the Ryder Report. The report outlined the problems as:

- Appalling record across the factories for striking and industrial disputes.
- Poor build quality and even worse image of the cars that the factories did manage to build.
- Inter-factory competition – workers at Longbridge feeling that they were working for a different end to those at Cowley – ‘Them and Us’ syndrome.
- A range of cars that comprised too many individual model ranges that often competed against each other.
- Weak and ineffective factory management, dominated by the shop stewards.

The significant recommendations of the report were as follows:

- Donald Stokes should resign as company Chairman.
- The grotty (his word) factory machinery should be replaced and as a matter of high-est urgency.
- A cohesive model strategy needed to be devised, cutting out the immense overlap in the company’s range.
- The company should build a new test and development centre in order to facilitate more efficient development of new cars.
- Industrial relations problems should be eradicated.

Making the company a viable and fully competitive enterprise by 1981 would require an enormous investment by the government. Actually enormous doesn’t begin to adequately describe the eye watering figures proposed in the report; £1,264M of capital investment along with £260M of working capital. Weighed against the consequences of allowing BLMC to go under and put more than a million people out of work, Benn quickly took the report to Prime Minister Harold Wilson. Wilson also fully understood the impact of allowing Britain’s largest auto company to fail and recommended approval.

Approval and action occurred swiftly and on June 27<sup>th</sup>, just three months after the report was submitted, BLMC became British Leyland Limited; fully under government control. Interestingly, the first recommendation of the Ryder Report, “Lord Stokes should resign as company Chairman”, was not implemented. Lord Stokes was a close personal friend of Harold Wilson. Wilson felt that Stokes was being made a scapegoat for many things that were beyond his control. As result of direct involvement of the Prime Minister, Stokes was named Non-Executive Chairman of British Leyland Limited (BLL); a purely figurehead position.

Jaguar was now just a small part of a massive car manufacturing division headed by Derrick Whittaker. This meant that Geoffrey Robinson was out, leaving Bob Knight, Engineering Director, as the undeclared leader of Jaguar. Bob had always operated as if Jaguar were autonomous and would continue to carry that flag. He refused, despite what was printed on organization charts, to report to anyone but Whittaker. He always felt that Jaguar’s success was dependent upon its engineering department and he continually fought overtly and covertly to maintain its independence. When Knight heard that Don Ryder’s Rolls Royce had expired due to some quite serious mechanical difficulties, he sensed an opportunity. Knight supplied Ryder with a hand finished, pre-production XJ12 instead of the XJ6 he had ordered to replace the Rolls. Ryder was so impressed with the XJ12 that he contacted Jaguar and cancelled his order for the XJ6 in order to keep the XJ12. Recalling the story in later years, Knight was quite insistent that this action on his part significantly contributed to Jaguar engineering remaining independent. Bob had a deep concern for the morale within Jaguar which was in free fall, especially after Jaguar no longer had its own stand at the British Motor Show in 1975. He petitioned Whittaker to form a Jaguar Operating Committee to smooth the operating efficiency within Jaguar and its relationship with the Radford engine plant which was now under another division within BLL. He was told such a committee was not allowed within BLL. Knight formed it anyway and it did help to ease the troubled waters, but not enough to stave off the continual decline of build quality. He knew that reputations were lost more quickly and easily than they are gained and Jaguar’s reputation as a producer of world class cars was being seriously threatened by a de-motivated work force. He also felt that the quality issues were not necessarily with the product as much as with the components from

## Speaking of Things Jaguar - December 2022 (continued)

outside suppliers. By 1977 Jaguar sales had fallen from 32,589 in 1971 to just 23,688. Lack of confidence in Jaguar cars both with customers and within the company was a reflection of the British Leyland environment.



In August of 1977 Don Ryder resigned as head of the National Enterprise Board and his second in command Leslie Murphy took over. Murphy did not share the same optimistic view of BLL as Ryder. The first thing Murphy did was attempt a deep dive into British Leyland Ltd finances. His first question was “which cars are making money and which are not.” Not only was no answer immediately available, but the British Leyland Ltd accounting system was unable to provide that answer at all. With that deep dive resulting in a belly flop, changes at the top were in order. Murphy asked Michael Edwardes to take the job of Chairman and Managing Director. Edwardes accepted as a three year sabbatical from his present employer Chloride Batteries. Edwardes was known to have the strength of character to carry out the tough decisions that would need to be made. Edwardes was essentially given carte blanche by the government to turn British Leyland Limited into a profitable company; make Leyland work or close it down. Edwardes took office on November 1<sup>st</sup> 1977. The first thing he did was change the name of the company to BL Ltd. Think of the ink cost that was going to be saved by not having to spell out British and Leyland. Ford made a similar cost cutting move in the nineties when they dropped the hyphen in XJ-S. Heads rolled immediately, both voluntari-

ly and otherwise. Whittaker and Alex Park, head of finance, were gone within weeks. Apparently, on the way out the door Park failed to mention that the company was running out of money again. Murphy had to return to Tony Benn for more capital to fund development of the next generation of cars. The Labour Government quickly agreed to the funding, but reminded Edwardes that he had a responsibility to every BL Ltd. employee. Any changes that would create redundancy (lay-offs) would be very carefully scrutinized. Edwardes viewed his task as two major objectives:

- Overhaul the model range and produce cars that people actually wanted
- Overcome union militancy in order to increase productivity and quality

Prior to his arrival, Jaguar had become part of the Specialist Division which also included Rover and Triumph. Edwardes saw a need for this division to have a greater degree of autonomy to differentiate them from the Austin Morris volume division. William Pratt-Thompson was named head of the new JRT (Jaguar, Rover, Triumph) Division. JRT eventually became today's JLR, Jaguar Land Rover.

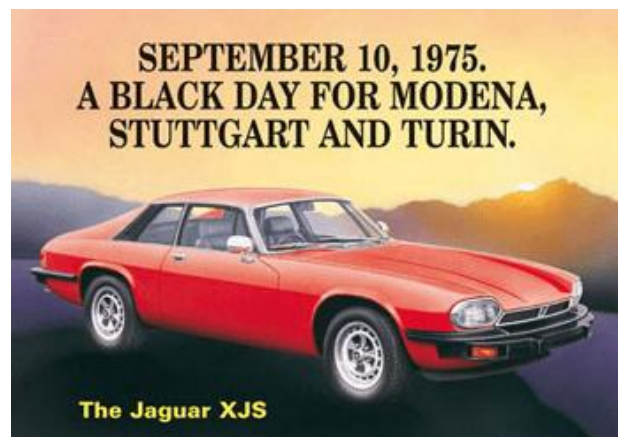


Conservative Prime Minister Margaret Thatcher took office in May of 1979 with the government as majority shareholder of BL Ltd. BL Ltd had cost the taxpayers in excess of £2 billion so far. She immediately let Edwardes know that she wanted the government out of the car making business; BL Ltd was to be privatized as rapidly as possible. Edwardes was able to convince Thatcher to allow one more reorganization and another £990M of investment in order to make the component parts of BL Ltd more “saleable”. Edwardes had already viewed JRT as a bit of a holding company with

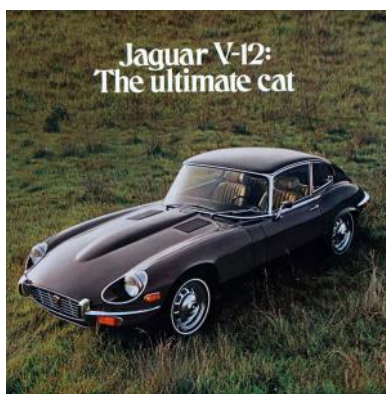
## Speaking of Things Jaguar - December 2022 (continued)

Rover and Triumph still separate entities in the minds of their managers and Jaguar a de facto separate enterprise. His next move was perhaps the decade's most important for Jaguar's future. The BL Ltd Car division was restructured into two components; Light Medium Cars (LMC) and Jaguar. Harold Musgrove, former head of Austin was chosen to lead LMC. Forty year old John Egan was offered the post of chief executive at Jaguar with a free hand to turn the business around.

In the midst of and despite the turmoil, the seventies were a pretty remarkable decade for Jaguar. Through recurring management reorganizations, labor strife, quality issues, supplier issues, and a fuel crisis, Jaguar delivered some remarkable achievements. This was largely due to Bob Knight and his relentless ownership and leadership of the engineering department. Perhaps the most significant Jaguar achievement of the seventies was delivery of the V12 engine. The exotic V12 clearly differentiated Jaguar in the sports and luxury car market. Initially the V12 was an engine without a car as the car it was built for wasn't ready. But it found its first home in the last iteration of the iconic E-Type. With V12 power Jaguar's exotic sports car became even more exotic. The car the V12 was actually designed for, the XJ-S, finally arrived in 1975 as a luxury Grand Touring (GT) car with V12 power. The XJ6 got a big brother with twice the cylinders when the XJ12 arrived. The XJ6 also got two facelifts. The Series II arrived in 1973 with its raised bumper and shortened grill and the beautifully Pininfarina styled Series III debuted in 1979. The XJ6 lost half of its doors when the magnificent XJ-C was introduced in 1975. All of these cars represented the pinnacle of automotive excellence and today these Jaguars of the seventies are still timeless classics.



The seventies proved to be rather exciting for Jaguar in motorsports as well; at least in the US. V12 powered Jaguars dominated its class in Sports Car Club of America racing. A Series III V12 E-Type won the SCCA Class B championship in 1975 in the hands of Bob Tullius Group 44 Racing; ironically this occurred after the last Series III E-Type had rolled off of the assembly line. Jaguar later turned to Tullius again with the XJ-S and in 1978 the XJ-S handed Jaguar the SCCA Tran Am manufacturer's title.





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## Speaking of Things Jaguar - December 2022 (continued)

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As the tumultuous decade of the seventies came to a close, Jaguar had been knocked around a bit, but had indeed survived. There was bright promise for Jaguar in the upcoming eighties. Its name was John Egan.

**Enjoy Your Jaguar!**

**Paul T**

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## Member Anniversaries

Member		Co-Member		Join_Date	Years
Michelle	Meehan	Bruce	Meehan	18-Dec-05	17
Glenn	McAllister			05-Dec-07	15
Leo	Kob	Martha (Marty)	Kob	27-Dec-07	15
Terry L.	Lippincott	Karen L.	Lippincott	27-Dec-07	15
Fred	Heins			15-Dec-14	8
John	Gerhard	Karen	Gerhard	18-Dec-16	6
Jay	Greene	Wende	Greene	16-Dec-18	4
Jed	Rapoport	Becky	Mader	17-Dec-18	4
Robert	Hunter	Marcia	Hunter	21-Dec-18	4
Wayne	Segal	Kathleen	Segal	28-Dec-18	4
Patrick	Scullin	Gigi	Scullin	31-Dec-19	3
Franz	Fox	Kathi	Fox	01-Dec-20	2
Glenn	Paskow	Rohna	Paskow	09-Dec-20	2
Gary	DiVito	Dawn	Sutton	14-Dec-21	1



## ***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](mailto: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](mailto:pgtgt@aol.com)



# Road Trip!!



**Imagine you in your Jaguar cutting a path through the Poconos during the peak of fall foliage. Planning is underway now for a four-day, three-night road trip from Tuesday October 10 through Friday October 13, 2023.**

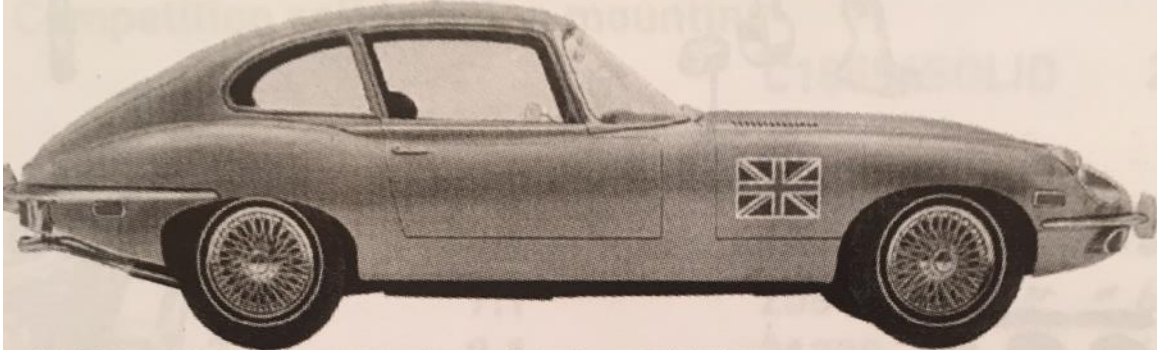
**As with our prior trips to Cape May and the Chesapeake, the dates are set and the schedule of events will be developed over the next few months. We will, again, offer a mix of group events along with free time to follow your own path. This year, members of the Jaguar Touring Club are invited to share the fun with us.**

**The Penn Stroud is our headquarters hotel. It is in downtown East Stroudsburg within easy walking distance of many restaurants and shops. You can reserve now from the block of 28 rooms that has been established by using this link or by calling the hotel at 570-421-2200. There is a mix of king and double queen rooms available at our discounted rate. The event name on the room block is "Jaguar Pocono Prowl." There is plenty of off-street parking for our cars.**


**Please advise me by email when you have reserved your room. Questions – 610-223-1051.  
Bill & Nancy Beible**



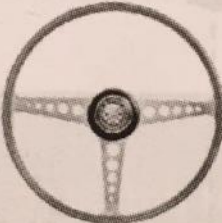
**JAGUAR: THE CAR THAT MAKES GREAT BRITAIN A GREAT SPORTS CAR  
POWER, CAN MAKE YOU ONE, TOO.**






XKE 2+2. Jaguar for the family. Domesticated only by rear seat for the kids, and comfort options.



240bhp at 5500 rpm. The finest horses in the kingdom.

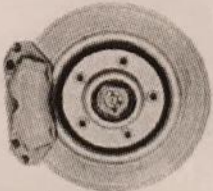


Rack and pinion race car steering. Power available.

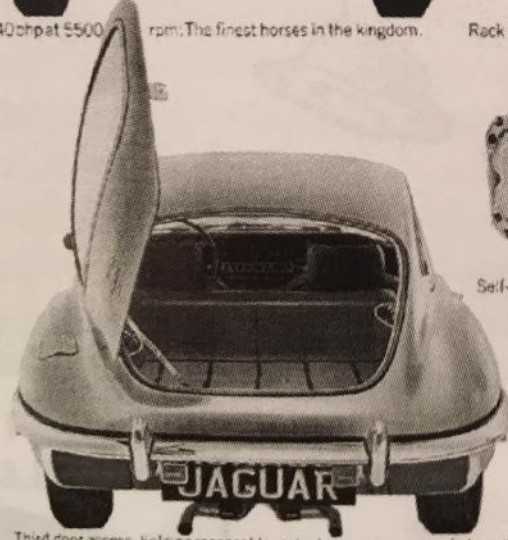
Jaguar XKE 2+2 Auto-Trans. (Great Britain)	Porsche 911E (Germany)	Mercedes-Benz Auto-Trans. 260SE (Germany)
		
0-60 mph 8.7 sec.	0-60 mph 8.4 sec.	0-60 mph 9.9 sec.
0-100 mph 22.7 sec.	0-100 mph 22.5 sec.	0-100 mph 30.5 sec.
standing 1/4 mile 16.4 sec.	standing 1/4 mile 16.0 sec.	standing 1/4 mile 17.1 sec.

Source: Mile, Speed, Road & Track Magazine.


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# Recognizing 1969 E-Type Changes

By: "E" Alan Karpovitch

For the March 2022 edition of the *Jaguar's Purr*, I wrote an article about recognizing 1967 E-Type changes that happened in that specific year, which is the year I own. I have continued every month, starting with 1961, and with every follow-on model year. For December we will review 1969 which is the start of the Series 2 E-Type. Interestingly, the year in which most E-Types were produced was 1969 at 10,163 cars. DVJC has 11 fortunate owners of that model year.

But first a housekeeping item. There is a very interesting E-Type I should have highlighted a few articles ago at the New York Museum of Modern Art (MOMA). They have a 1963 Opalescent Dark Blue LHD OTS in their collection. Chassis # 878696 was built 29 November 1962 and was given to the museum March 18, 1996 by Jaguar Cars. The Museum did a featured display on the car from April to August 1996, and the car is now displayed occasionally. Only 9 cars in all automotive history have been considered worthy of display there and being part of their design collection. Yes Enzo, all car lovers agree: it IS the most beautiful car ever made. See reference 3 and the MOMA website.

Production of the Series 2 E-Type started 1 August 1968 for the 1969 model year with mostly exterior changes, but also the cam covers changed twice for U.S. models in the next 2 years during Series 2 production. When you think about Series 2 cars, you might consider these changes gave the car the first exterior face-lift since 1961. I will also highlight a few engine emission related changes on the U.S. cars. Note the non-North American cars still came with the three SU carburetors and the round silver canister air-box. Power steering was offered for the first time and their chassis (car) # is preceded by a "P". This can be viewed on both the picture frame and the commission plate. Tools and tool rolls were an option beginning in 1969, therefore they are not judged on any Series 2 E-Type. Even so, to be correct, the spinner removal mallet was changed to a lead head with wood handle, unlike the Series 1 mallet with rawhide and copper head set in cast iron. See reference 2.

1) Starting 1 August 1968 (after completing all 22,919 Ser 1(4.2) cars), the headlights changed

and moved forward 2", along with the air intake which became 60% larger and more oval in shape. The red Jaguar motif bar insert became oval, and the rear bumper was made continuous with three pieces. The turn signals were lowered and made larger in both front and rear. (See reference 1, p92). Starting:  
LHD chassis- 1R7001 (OTS)//1R25001 (FHC)//  
1R40001 (2+2);  
RHD chassis- 1R1001 (OTS)//1R20001 (FHC)//  
1R35001 (2+2).

2) Starting 1 August 1968 (after completing all 22,919 Ser 1(4.2) cars), the chrome exhaust pipes were flared (splayed) outward around the license plate, and made a little longer to prevent exhaust soot from accumulating. Also a large car-width stainless steel plate was added for license plate and tail light mounting. (See reference 1, p100). Starting:  
LHD chassis- 1R7001 (OTS)//1R25001 (FHC)//  
1R40001 (2+2);  
RHD chassis- 1R1001 (OTS)//1R20001 (FHC)//  
1R35001 (2+2).

3) Starting August 1968 (after completing all 5,599 Ser 1 2+2 cars), the bottom windscreen line was pulled forward on the 2+2's to make the windscreen less steep. Also, the 2+2 changed to two wipers versus three along with only one washer nozzle. (See reference 6, p48). Starting:  
LHD chassis-1R40001(2+2); RHD chassis-  
1R35001(2+2).

4) Starting 1 August 1968 (after completing all 22,919 Ser 1(4.2) cars), the commission plate and the "Made in England" plate were relocated to the left side below the control unit. (See reference 1, p157). Starting:  
LHD chassis- 1R7001 (OTS)//1R25001 (FHC)//  
1R40001 (2+2);  
RHD chassis- 1R1001 (OTS)//1R20001 (FHC)//  
1R35001 (2+2).

5) Starting 21 March 1969 (after completing 4,943 Ser 2 cars), the seats were changed with perforated leather on the pleated center panels, and head restraints/head rests were added. (See reference 5, p676). Starting:  
LHD chassis- 1R8869 (OTS)//1R26005 (FHC)//  
1R41502 (2+2);  
RHD chassis- 1R1138 (OTS)//1R20212 (FHC)//  
1R35223 (2+2).



# Recognizing 1969 E-Type Changes (cont'd.)

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6) Starting 22 May 1969 (after completing 6,880 Ser 2 cars), the bonnet lifting mechanism changed from 2 balance link springs to a single gas filled strut on the left side of the picture frame. (See reference 5, p677). Starting:

LHD chassis- 1R9570 (OTS)//1R26387 (FHC)//  
1R42118 (2+2);  
RHD chassis- 1R1188 (OTS)//1R20270 (FHC)//  
1R35353 (2+2).

7) Starting 15 August 1969 (after completing 8,932 Ser 2 cars), the door arm rests were added back and were a single solid piece and color. I had neglected to mention in last month's 1968 Ser 1.5 article they were deleted. (See reference 1, p115). Starting:

LHD chassis- 1R10335 (OTS)//1R26756 (FHC)//  
1R42583 (2+2);  
RHD chassis- 1R1326 (OTS)//1R20391 (FHC)//  
1R35547 (2+2).

There were 3 variations of engine changes for the Series 2 U.S. cars dealing with federal emission regulations. The common parts that changed on each variation were the cam covers and the fuel mixture crossover.

- Variation 1 was a holdover from the Series 1-1/2.
- Variation 2 started 31 October 1968 with engine 7R2083 and 7R35463.
- Variation 3 started 11 November 1969 with engine 7R8768 and 7R38895.

Variation 1: The mixture travels (crossovers) over the rear of the engine by means of a polished cast aluminum duct connected to a polished aluminum heat transfer device mounted to the rear exhaust manifold that is unique to this variation. Note: porcelain exhaust manifolds.

Variation 2: No crossovers. Note: porcelain exhaust manifolds.

Variation 3: Heated air travels (crossovers) over the center of the engine by means of a black painted sheet metal duct, connected to a stainless-steel shroud mounted over the exhaust manifolds designed to direct heated air into the sheet metal duct. Note: cast iron exhaust manifolds. This information is directly from the Series 2 Judges

guide (see reference 2) and the author/researcher is Stew Cleave.

~~~~~  
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 2 posted. It references many 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, "The Jaguar E-Type, A Collectors Guide", details many Engineering changes by chassis # and date.

REF 7 - The three amigos-----Robert Stevenson authored the Ser 1 judges guide and was chief judge for Michigan. Stew Cleave authored the Ser 1.5, Ser 2 and Ser 3 judges guides, and was chief judge in Oregon. George Camp lives in South Carolina and is president of the Coventry foundation. He oversees the tool loaner program and assisted greatly in all judging guides. I have had the privilege to consult and learn from all three in the compilation of these articles, and without their assistance these articles would not have been possible.

Happy motoring!!!

# Recognizing 1969 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). These two tables will be recurring in the next article on the follow-on Series 2 model year.

You will note there is a subset of the 1970 year for LHD FHC and OTS. These cars were built April to October 1970, and were exported to North America, and some considered them 1971 cars. Their chassis # start with 2R, versus the 1R, but were intermixed with the 1R allocation numbers during production. More details will follow in next months' 1970 article on why they were separated out.

**TABLE 1: Total production of Series 2 4.2 Liter E-TYPES, by total chassis numbers.**

**TABLE 1: SERIES 2(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> |
|-------------------|-------------------|------------------|----------------|----------------|----------------|----------------|----------------|
| 1968              | 2841              | 1125             | 74             | 600            | 126            | 798            | 118            |
| 1969              | 10163 (+1)        | 4074 (+1)        | 424            | 1971           | 478            | 2638           | 578            |
| 1970              | 5809              | 2653             | 278            | 1215           | 467            | 851            | 345            |
| <b>TOTAL</b>      | <b>18813 (+1)</b> | <b>7852 (+1)</b> | <b>776</b>     | <b>3786</b>    | <b>1071</b>    | <b>4287</b>    | <b>1041</b>    |
| 1970 NorAm subset | 1730              | 1088             |                | 642            |                |                |                |

**KEY**

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

**TABLE 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> |
|----------------------|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1968 Aug             | 1 <sup>st</sup> Chassis | 1R7001         | 1R1001         | 1R25001        | 1R20001        | 1R40001        | 1R35001        |
|                      | Last Chassis            | 1R8125         | 1R1074         | 1R25600        | 1R20126        | 1R40798        | 1R35118        |
| 1969                 | 1 <sup>st</sup> Chassis | 1R8126         | 1R1075         | 1R25601        | 1R20127        | 1R40799        | 1R35119        |
|                      | Last Chassis            | 1R12200        | 1R1498         | 1R27571        | 1R20604        | 1R43436        | 1R35696        |
| 1970                 | 1 <sup>st</sup> Chassis | 1R12201        | 1R1499         | 1R27572        | 1R20605        | 1R43437        | 1R35697        |
|                      | Last Chassis            | 2R14853        | 1R1776         | 2R28786        | 1R21071        | 1R44287        | 1R36041        |
|                      |                         |                |                |                |                |                |                |
| *1971*-North Am cars | 1 <sup>st</sup> Chassis | 2R13621        |                | 2R27980        |                |                |                |
| (April-Oct 1970)     | Last Chassis            | 2R14853        |                | 2R28786        |                |                |                |

# Recognizing 1969 E-Type Changes Photos



Ser1/Ser2 headlights



Ser 2 front



Oval motif badge



Ser 2 rear



Splayed exhaust



2+2 windshields



Perforated seats



Bonnet gas strut



Re-added armrest



Variation 1



Variation 2



Variation 3



# CLASSIFIED



## Parts for Sale

Parts shown in the photos are for sale. Console covers, badges and door handle are \$10. All other parts are \$5.

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

## 1976 Jaguar XJ6L



Classy Jaguar XJ6 L (Long wheel base - Limo Style) Excellent condition One owner since new from famous Arlen Spector-US senator from PA Original white with red leather interior Original factory chromes wheels with new mag style jag wheels available.



Carbs just rebuilt New gas tank and pump system  
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Interested? Please inquire with me for info. \$9,900.



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## Stocking Stuffers



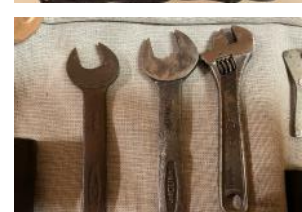
Stuffer #1: Blaupunkt 4-channel radio for E-type: European model (cast, not black plastic, knobs). Refurbished by specialist BK Electronics (receipt for \$279). Concours quality. Also: New pair of matching Kenwood KFC-1665S speakers. \$750.00 for the set (will not separate).



Stuffer #2: Complete set (21 pcs.) Series 1 E-Type tools incl new reproduction roll. All cleaned and ready for concours. \$1675.00

Above at least 30% under comparable eBay excl. tax & shipping when offered.

Leo Kob: [kobbie49lbc@gmail.com](mailto:kobbie49lbc@gmail.com)



# CLASSIFIED

## 2000 Jaguar XKR Convertible



BRG w/oatmeal, light tan interior and top  
96,000 well sorted miles  
Recent work under current owner totaling over \$12,000—including rebuilt supercharger; new front struts, ball joints, bushings; new stronger top hydraulic hoses and rebuilt struts; wheels refinished.  
At 93,000 miles, the previous owner replaced or updated rod and crank bearings; timing chains with metal tensioners; water pump; radiator; oil pump; fuel pump; engine mounts; and serpentine belt and idler bearings.



Basically all the mechanical work has been done.  
Paint shows minor blemishes but is a good ten-footer.  
Interior is in good shape.  
Ready for many more miles of enjoyable driving.  
Limited storage requires sale.

Asking \$17,500:

Contact Steve Cutcliffe

C: 610-570-0515; email: [shc0@lehigh.edu](mailto:shc0@lehigh.edu)



---

## 1971 Series II E-type; primrose over black interior. Asking \$82,000.

Owned since 2010. Purchased at 34,000 miles; odometer currently reads 38,000. Hood and interior both in very good shape. Converted to triple SU Carburetors. Older two-eared knockoffs on new wire wheels. Comes with a workshop manual and a small number of spare parts. Numbers matching. Heritage Certificate included.



Down to bare metal respray in 2014  
@35,600 miles, so only 2400 miles driven since. No rust found at that time; minimal body work required. Additional work done at that time: Gearbox refurbished. New dash top pad; new canvas boot cover for the the hood (top) when lowered; new passenger window regulator; new Dayton wire wheels with General tires; new bonnet strut; various seals/gaskets.



Other work done during current ownership: New main engine seals; front brakes and calipers; stainless steel exhaust system; new seatbelts; overhead cam gaskets replaced; heater blower replaced; new shift boot and trim; replacement Motolita wooden steering wheel (original available) and wooden shift knob; new main and secondary clutch cylinders; new main brake cylinder; rebuilt oil pressure sending unit and gauge recalibration—now works the way it should.

This E-Type is a fine driver level E-type, but I am not driving it sufficiently, and I am at the point where I need to downsize. I would love to see the car go to someone in the club.

Contact Steve Cutcliffe at [shc0@lehigh.edu](mailto:shc0@lehigh.edu) or 610-570-0515.

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## DVJC MERCHANDISE FOR SALE

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



**Logo Hats \$15**



**Logo Grill Badge \$26.50**



**Logo Keychain \$10**



**Logo Lapel Pin \$3**



**Leaper Keychain \$5**



**Logo Patch \$2**



**NAME TAGS** are free to all club members. If you would like to order a name tag(s), please email Noe LaFramboise [jagnoe@att.net](mailto:jagnoe@att.net) and send him the name(s) as you would like it to appear on each name tag.



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# 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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# December 2022 Calendar Car

By: Tony Tinari

One of the two vehicles featured in the DVJC wall calendar for this month is my 1970 Jaguar E-Type Fixed Head Coupe. The photo was taken by fellow member Mark Kogan, an accomplished photographer, at our Delaware River Drive on March 21, 2021. Mark was in his XKR, in line right behind me, and snapped this through the windshield as we rounded a River Road turn on the way into New Hope, PA. For obvious reasons, I have never seen this car from the back while in motion. Mark captured it perfectly; I love the way the light and shadows accentuate the iconic E-Type curves, and the reflections make the finish dazzle.

With all due respect to the E-Type Open Two Seater (a/k/a “OTS” or just “convertible”) of which there are many fine examples in our club, personally I have always thought that the brilliant Malcolm Sayer E-Type body design is expressed most fully in the coupe version. This rear quarter panel angle is perhaps my favorite vantage point.

The car is a Series 2, Version 3, 4.2 litre example manufactured January 8, 1970. It is about to record 65,000 original miles, still equipped just as manufactured except for a replacement steering wheel of slightly smaller diameter. While the current livery of Regency Red over Biscuit interior is period correct, curiously this E-Type was “born” in the colors of Light Blue over Dark Blue interior. The restoration, which happened some years before I acquired it, eliminated all traces of the prior color, save for inside of the fuse compartment which is accessed by loosening two thumb screws on the panel in the center of the dash.

Like any E-Type owner I could wax prolific about the looks and performance of this one. However, perhaps the more interesting story is how it came into my life.

I had decided to pursue acquiring a Series 2 FHC if the opportunity presented itself at a price less than the ransom for the Lindbergh baby. I set alerts with the appropriate parameters on Hemmings, eBay Motors, and some of the other sites. Then I waited. Nothing. Oddly enough, in June of 2019 while visiting my oldest son in Beijing, China, and up late/early in my hotel room with some serious jet lag, an alert for this vehicle landed in my email. It was kismet. The car was listed at Hyman, Limited, St. Louis, MO—a well-known classic car purveyor. I started an email conversation with one of their representatives, who seemed to know all of the minutiae of the vehicle. After a few rounds of that, he revealed that it was one of his own personal cars.

Our discussions continued when I returned home, and things started to get serious. Believing that the expense of a thorough pre-purchase inspection was going to be more cost effective than a flight to St. Louis, I identified a local mechanic through the British Motor Trade Association. First thing he told me was “I won’t tell you to buy a particular car, however I may tell you **not** to.” About a week later, after sending his report, he called me to say he was going to break that rule in this instance, and that if the car could be had within reason, I should definitely go for it. Then the heavy duty negotiations began.

We reached consensus shortly thereafter when the previous owner accepted my best and final offer, and agreed to ship it back east gratis—if I were willing to wait a bit longer until Hyman had space on one of their other vehicle shipments. I never actually saw the car in person until delivery, but was certainly not disappointed. While the waiting was agony, watching it roll off the covered transport in the lot of a local Home Depot made it all worthwhile. Needless to say, I’ve been enjoying this E-Type immensely ever since!



See next page for a quick article about the XJ12.

## December 2022 Calendar Car, Part 2

By: Mick VanVlijmen

XJ12-Nelson: project X305. That's what it was called internally at Jaguar. The famous 5.3L engine was upgraded to a less complex 6.0L, EMU efficiency. This XJ12, 'Nelson' as I named it, is sapphire blue and started its 1996 US life in West Palm Beach. The second owner - a true Brit-went Jag shopping one day for a new XJ6, but found this -at that time- an only 2 year old XJ12 - on the showroom floor. He could not resist. He kept it in Punta Gorda, Florida for about 21 years as a second car.

On a buzz trip to Orlando I was lucky and spotted this 64,000 miles Jaguar on Craig's list while in my hotel room one late evening. With a 3 hour rental car drive away, and \$300 down payment in

my pocket, I only had 1 hour with Nelson to make up my mind. After a long drive back to the airport I just caught the New Jersey bound plane in time. All the time in the air I thought about how to get my 'new' XJ12 back home. A few weeks later, just before Covid really hit, a professional trucker called me from the local shopping mall, asking me to help him unload this beautiful luxury limousine and drive it to its new home...!

**Editor's Note:** Spoiler Alert – this beautiful Jaguar is scheduled to be the December calendar car on the 2023 DVJC calendar. We look forward to Mick's more extensive article about his car in the December 2023 edition of *The Jaguar's Purr*.



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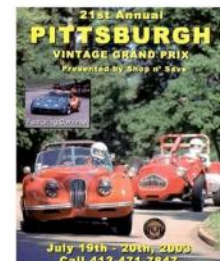
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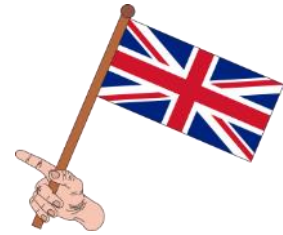
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## DVJC Wants You!



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.

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

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|               |       |           |       |      |
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|               |       |           |       |      |
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**Emergency Contact Information**

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*Last*

*First*

*M.I.*

Address:

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*Apartment/Unit #*

*City*

*State*

*ZIP Code*

Primary Phone:

Relationship:

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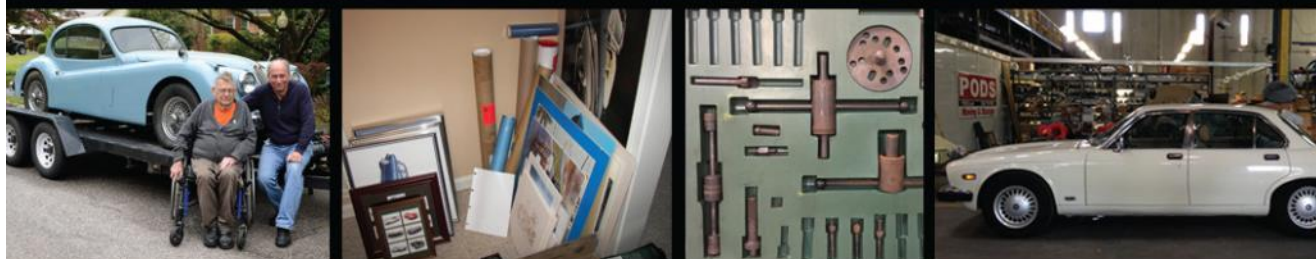


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Now is the time to renew your membership in the Delaware Valley Jaguar Club. Renewing now keeps you up to date through the 2023 membership year. Current memberships expire December 31, 2022. Continue to enjoy the benefits and activities of one of the most active Jaguar clubs in the country!

See page 6 for details.

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