
The Jaguar's Purr©

Is an official publication of

THE DELAWARE VALLEY JAGUAR CLUB

A chartered, non-profit corporation

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January 2023

December Lunch in the Spirit



29 members of the Delaware Valley Jaguar Club attended the December Lunch at Spring Mill Tavern on December 10th. It was a beautiful day, just perfect for driving your Jaguar. In fact, everyone who attended came in a Jaguar. Mary Alice and Tony Tinari livened up the event by appearing in their Rudolph the Red Nosed Mark 2. We hope you all had a marvelous Holiday Season and will have a very Happy New Year.

Election results for officers and directors are on page 19.

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://delvalijaguarclub.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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ADVERTISING RATES

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

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

Quarter Page \$95 / year; \$20 /
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Business Card \$55 / year

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Members' ads free of charge
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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

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Upcoming DVJC Events

January 22, 2023

11:30 a.m.

RSVP Required by 1/16

DVJC Annual Holiday and Awards Celebration

William Penn Inn (see page 20)

1017 DeKalb Pike, Ambler, PA 19002

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

February 11 2023

10:30 a.m.

Jaguar at LeMans—Simeone Museum

6825 Norwitch Drive, Philadelphia, PA

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

February 18 2023

10:00 a.m.

Eastwood Demos and Slyfox Brewery Lunch

263 Shoemaker Road, Pottstown, PA 19464

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

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 3, 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 *January 2023*

I hope that, by now, each of you has received your copy of the beautiful third edition of the Delaware Valley Jaguar Club calendar. It's clear that the stars pictured each month have worked hard to stay in tip-top shape. They have earned the right to show themselves off! Thanks to the calendar team who volunteered many hours putting this together: Jay Greene, Paul Trout, Kevin Fitzgerald, Mark Kogan, Mike Wolf, Brian Craig and Tony Tinari. Great job!



Well, it is over and a new club member is joining the executive committee as a director. Bill Thompson and his wife Jean most recently belonged to the Jaguar Owners Club of Los Angeles before moving to Millsboro, DE. For the 2023 – 2024 term, he will work along with returning directors Rich Rosen, Tom Shaner and Mike Wolf. Club officers including Paul Trout, Jim Sjoreen, Greg Morrison, Tony Tinari and I will continue to serve in our current roles. Brian Craig, while no longer a director, will fulfill all the roles that he has for many years – photographer, webmaster, Purr editor, administrator, JCNA liaison and any other need that arises. “Thank you” to each of these people for their past and future service to DVJC members.

Our next Executive Committee meeting is at 4:00 PM on Tuesday January 10 at [Mission BBQ](#), 615 W. Germantown Pike, Plymouth Meeting. I encourage you to attend, either to observe or contribute your ideas.



One of the topics on the agenda is selecting a delegate to represent DVJC at the 2023 Jaguar Clubs of North America Annual General Meeting in San Francisco, CA. In addition to the business meeting on Saturday, there is a range of [interesting events offered including a boat trip on San Francisco Bay, auto museum visit, oceanside car show and several social events](#). Our club pays expenses for two delegates to the AGM. I will be going and am soliciting volunteers for the second club delegate. Jay Greene has represented DVJC for the past two years and is happy to share his positive experiences including meeting people from other clubs, exchanging ideas, getting a window into the operation of JCNA and several days of fun. Meeting dates are March 10 and 11, 2023. Please give this consideration and [advise me of your interest](#). I am more than happy to answer any questions you may have.



Your Monthly Bill *January 2023(continued)*

Our traditional Holiday Party returns – finally! Following three postponements due to Covid 19, DVJC is returning to the beautiful William Penn Inn for a wonderful afternoon with friends and great food. The program includes a large silent auction and themed gift basket raffle. [Seats fill up quickly so reserve now](#). January 12 is the last day to register. I encourage people with creative talents to donate a basket by emailing [Nancy Beible](#) or [Sue Trout](#). Silent auction donations are being accepted by [Noe LaFramboise](#) and [Jim Sjoreen](#). Let one of them know if you have something to contribute.



February will be a busy month for our club. On the 11th, many club members will gather at the Simeone Museum for a demo day entitled “Jaguar at LeMans: Dominating the Competition.” They will view and discuss three important Jaguars including the C-Type, D-Type and XK 120 and, if weather permits, they may run the cars in the back lot. [It’s a good idea \(but not necessary\) to purchase your tickets in advance on the Simeone website](#) – when they become available. Check for important [details on our event page](#).

One short week later, on Saturday February 18, the [Eastwood Company](#) is hosting a technical session for DVJC at their location in Pottstown. Eastwood is an automotive restoration and solutions provider that offers a wide range of products, equipment and technical support to its customers. One of the topics to be discussed is paint preservation and protection. Lunch will follow at the [Sly Fox Brewery](#), just a three-minute drive from Eastwood. Hope to see you there! [Please](#)

[register in advance](#) so Eastwood and Sly Fox can properly accommodate our group. Register no later than Thursday February 16.

Jaguar and Formula E

Now, some seventy years following the debut of the XK120, Jaguar continues its intense focus on racing to prove out all-electric vehicle designs and technologies. The I-Type 6 boasts a top speed of 200 mph and elimination of rear brakes enabled by an outstanding regenerative braking system. This year’s I-Type 6, the most advanced and efficient electric Jaguar race car ever produced, is designed to compete in the 2023 ABB FIA Formula E world championship. (17 races in 12 cities.) Competitors include Porsche, Nissan, Maserati and McLaren.

Jaguar, like many other vehicle manufacturers, has publicly committed to an all-electric future. Jaguar has stated that the technology transfer from the I-Type 6 supports reimagining Jaguar’s future as an all-electric modern luxury brand by 2025.

Unlike Jaguar and many other car brands, Toyota Motor Corporation has publicly questioned whether EVs should be pursued exclusively and is, in fact, pursuing multiple propulsion technologies including hydrogen, gas/electric hybrids and conventional internal combustion engine vehicles. (Wall Street Journal 12/19/2022.) The president of Toyota has expressed the company position as follows, “Because the right answer is still unclear, we shouldn’t limit ourselves to just one option.” Given that 2025 is only two years away and many roadblocks to widespread adoption of all-electric vehicles have yet to be seriously addressed, it seems that Toyota is following a more rational strategy. Time will tell

Best wishes to each of you for a happy, healthy and prosperous 2023. Let’s have some fun together!

Bill

Member Anniversaries

Member			Co-Member	Join_Date	Years
Stephen	Kress	Betty	Kress	01-Jan-90	33
Devon	Siesholtz			01-Jan-91	32
Alan	Anspaugh	Robin	Haynes	01-Jan-06	17
John M	Bowen	Becky	Bowen	12-Jan-06	17
Stephen	Cutcliffe	Barbara	Love	30-Jan-09	14
Alan	Brown	Margaret	Brown	01-Jan-14	9
Bill	Beible	Nancy	Beible	01-Jan-14	9
Dennis M.	Spaulding			01-Jan-14	9
Wicker	Francis	Sally	Francis	01-Jan-14	9
Dennis	Levitt	Sharyn	Levitt	15-Jan-15	8
Gary L.	Marsiglia	Jean	Marsiglia	01-Jan-18	5
Michael	Eck	Becca	Payonk	01-Jan-18	5
Richard	Kunin	Jacqueline	Kunin	01-Jan-18	5
Gregory	Cain	Sandy	Cain	11-Jan-20	3
Ken	Beck	Cindy	Beck	03-Jan-20	3
Gregory	Landrey	Lynne	Landrey	08-Jan-21	2
John	Larson			27-Jan-21	2
Calvin	Jackson	Georgann	Jackson	03-Jan-22	1
Cooper	Rosen			30-Jan-22	1
Joe	Yampaglia	Sherry	Yampaglia	02-Jan-22	1
Peter	Henwood	Lizzie	Henwood	13-Jan-22	1

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.

2023 Annual General Meeting

The 2023 AGM will be held in one of the premiere locations in the US - the San Francisco Bay area. The event will be held between March 9 – 11 at the Embassy Suites Waterfront hotel located just five minutes south of San Francisco International airport.



All rooms at this hotel are two room suites, many with waterfront views of the San Francisco Bay and the San Francisco skyline. Room rate includes Wi-Fi, a full made to order breakfast and a free early evening reception with your choice of refreshments. A hotel shuttle is available to and from the airport for a minimal fee. We anticipate that many attendees may want to extend their time while in the San Francisco area and for those who do, we have arranged to maintain our special hotel rate both three days before and after the meeting. Hotel reservations need to be made prior to February 1st to qualify for this special rate.

The meeting will be hosted by the Bay Area's Jaguar Associate Group (JAG) and we have planned a number of optional events designed to enhance your time while attending the AGM on Saturday. On Friday morning you may take a one-hour boat tour of the San Francisco Bay. Coach transportation is included.



2023 Annual General Meeting (cont'd.)

On Friday afternoon attendees will have the opportunity to visit the very private John Mozart Foundation Auto Museum.



John Mozart has a collection of over 220 unique and spectacular cars, 70 of which will be on display for us to admire with numerous docents available to provide the stories of the cars. Several of the cars in this world class collection are past winners at the prestigious Pebble Beach Concours. Coach transportation to and from the museum is included.

Friday night we will have a reception with cash bar and dinner allowing time for old friendships to be rekindled and new ones to be formed. Saturday afternoon, JAG will hold our annual People's Choice Car show in the park adjacent to the hotel with magnificent views of the Bay. JCNA members who have driven to the event are encouraged to participate.



2023 Annual General Meeting (cont'd.)

All attendees of the AGM are invited to view the car show at the conclusion of the AGM General Session and vote for their choices in each category. Saturday evening we will have the banquet reception where JCNA awards will be presented including those for the afternoon's People's Choice show. Our guest speaker will be Boris Gruzman describing the custom E-Type he built for the 2019 Peking to Paris rally and his many experiences driving the rally.



Reservations for the JCNA AGM, the optional events and the hotel can be made directly through our web site, www.jags.org.

If you are interested in representing DVJC at the 2023 AGM, please email Bill Beible (bill.beible@gmail.com).

RENEW YOUR DVJC MEMBERSHIP NOW

There is still 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 expired December 31, 2022. Continue to enjoy the benefits and activities of one of the most active Jaguar clubs in the country!

See page 7 for details.



Membership Musings

January 2023

By: Tony Tinari

While we are still in the week of writing 2022 instead of 2023 on our checks (if anybody actually uses checks anymore) I wish you all a healthy, peaceful, and prosperous New Year! I sincerely hope each of you enjoyed the 2022 holiday season. Here, my family was blessed to have all of its members together for a little while which, given that my sons live in the Peoples Republic of China and the Republic of Senegal, respectively, is truly a Halley's Comet type occurrence for us. We celebrated with, among other things, a Christmas day classic Jaguar prowl around the neighborhood (see below).



Of course, DVJC membership renewal season is always superimposed upon the holiday merriment, and I can report that as of this writing we are doing pretty well- although we could always be doing better my friends. Currently 140 members from 2022 (82.8%) have renewed for 2023. Together with some new members for 2023 that brings us to 142. After the last two years of sustained membership growth, I am determined to see us maintain or increase our cohort. Some additional renewals are trickling in, and I'm hopeful we shall reach that goal by the end of this month. It is certainly understandable that members who have relocated or sold vehicles may not have renewed. Nevertheless, we want to assure that other non-renewing members fully appreciate the value proposition of DVJC membership. Your executive committee is planning a personal outreach to each such member-since apparently my column from last month did not make a few of you sufficiently guilty . . . (just kidding).

With the beginning of each year, we take stock and often make resolutions. As all of you are part of the car enthusiast community, I'm willing to bet that some of your resolutions are automotive related. I narrowed my list down to five, in no particular order:

1. More drive time, less screen time.
2. Fix the darn horn in my E-Type, so it will pass OV at 2023 Concours.
3. Get these ridiculous columns done earlier. (So I don't drive our esteemed editor totally crazy.)
4. Finish the mechanicals on my XK 150 so it can participate in some 2023 DVJC events. (If it ever comes home from the shop.)
5. Don't buy any more cars. (Unless the perfect one comes along.)

Finally, Courtesy of Woodham Mortimer, I believe I have found a classic Jaguar counterpart image of the "out with the old, in with the new" motif. Instead of featuring the haggard Father Time (2022) juxtaposed with the New Year Baby (2023), here is the same E-Type OTS in an amaz-



ing before and after restoration rendering.

I am hoping that your 2023 will more closely resemble the bottom of the two photos than the top one, and that I'll see many of you at our DVJC Annual Holiday Party at the William Penn Inn on January 22, 2023!

Happy New Year and Happy Motoring,

Tony



Speaking of Things Jaguar - *January 2023*

By Paul Trout

Celebrating 100 Years of Jaguar:

The Eighties: Jaguar Gets Back on Track

In April of 1980 John Egan accepted the post of Chairman of Jaguar Cars which was still part of British Leyland Ltd. He was just 40 years old. The story of Jaguar in the eighties is really the story of John Egan's decade at the helm. To accept the post Egan was offered as much of a free hand as possible within the boundaries of British Leyland Ltd (BLL) and Margaret Thatcher. The government subsidized BLL was turning out to be a massive failure and unless Jaguar could break free it would sink with it. No pressure there John!



Egan's first day on the job did not exactly go well. Everyone at Jaguar was on strike. Not only that, the workers were fairly certain that Egan's remit was to close down Jaguar as was happening with other parts of BLL. John walked in and started a

dialogue with some of the workers. He found that the reason for the strike was a matter of pride rather than economics. There was a plan afoot to pay all the workers in all of BLL plants the same wage. The Jaguar workers saw this as the last straw. BLL had already taken so much from them. In fact the Jaguar sign on the Browns Lane plant had been taken down and it now read "British Leyland Large Car Assembly Factory." One of the workers showed John a bag of tools. He told him these were his personal tools. The workers at Jaguar were craftsmen. The workers at Longbridge, where Austin, MG and Morris were built were merely fitters. Egan saw his first opportunity to begin the turnaround. He made it clear that he was not there to shut Jaguar down, but rather to save it. He made it clear that he knew Jaguar was a maker of luxury cars and therefore unique within British Leyland Ltd. and should be an independent entity. However it presently was not. He could not achieve that goal without their help. They were going to have to earn their way out of BLL by building the best cars in the world. Thus began Jaguar's journey back from the brink under John Egan's leadership.

John Egan was a bit different from the rest of BLL's leadership. He was well educated in both business and the business aspect of building and selling automobiles. He was a graduate of the London School of Business and he had been mentored by a General Motors Finance Director. Looking back years later he felt that in 1971 British Leyland Ltd could have been saved from itself. Unfortunately indecision, bad management and poor financial management got in the way. Those seeds of failure had been planted long ago and had deep roots in BLL. In his first stint with BLL, Egan started Unipart, the spare parts business for all of the BLL brands. He applied everything he learned while managing the AC Delco parts business at General Motors and made Unipart a very successful enterprise within BLL. Unfortunately, within a poorly managed corporation success often has a price. When he approached Chairman Michael Edwardes, about leveraging his success building

Speaking of Things Jaguar - January 2023(continued)

Unipart to manage the BLL Truck and Bus division Edwardes pushed back suggesting if Egan was successful there he might be looking to take his job. Edwardes wasn't willing to risk that. Egan was fed up with the politics and ineptness within BLL. And so he left in 1976 to take a job as Corporate Parts Director for Massey Ferguson. In 1980 when Egan was offered the job of running Jaguar, the same Michael Edwardes assured him that he would have a free hand, within corporate guidelines. On the other hand, his success in turning Jaguar around and into profitability was the only way Jaguar would escape being dissolved. Despite his previous experience at BLL Egan took the job. Turning Jaguar around would be a daunting task, but he felt he had two important things going for him: Margaret Thatcher and the Series III XJ6. He was fairly certain the Prime Minister wasn't going to let Jaguar sink on her watch and he felt the Series III remake of the XJ6 was good enough to carry Jaguar forward for a few years.



He knew that initially there would be no funds and not enough engineers for development of a new car. Nevertheless, he reckoned that, in the US particularly, he could position the Series III XJ6 as a new car. Compared to the Series II XJ6, the Series III was in many ways a new car. Stepping outside of the company for design input, Jaguar turned to Carrozzeria Pininfarina. Upon arrival in 1980 it was the most refined Jaguar to date, both aesthetically and mechanically. Car and Driver, in a 1980 road test, called it "...one of the western world's more delightful mechanical manifestations. Seductive design, engineering and luxury converge in Jaguar's new Series III XJ6." Through the seventies, the XJ6 was unquestionably among the most beautiful saloons ever produced; however numer-

ous build quality and reliability issues tried the patience of their owners. Road & Track had a few words to say about that. *"Jaguar owners, as the novelist said about another problem we'd all like to have, are different from you and me. Instead of shouldering the burdens of great wealth, folks who have Jaguars own the most rewarding, elegantly sporting cars that ever drove anyone over the brink."* John Egan knew that for Jaguar to survive, he needed to position the Series III XJ6 as a totally new car.

The North American market was critical to the success of Jaguar but its dealers had lost confidence in its ability to deliver anything they could sell. They were tired of having to discount cars well into the new model year because the new models hadn't been delivered yet. They were also tired of cars being delivered in colors they couldn't sell and they were particularly tired of their service departments being busier than the sales force with warranty repairs. When Egan met with the US dealers in early 1981 he was greeted by a rather hostile group who were certain he was going to announce the demise of Jaguar. Instead he said that he had a plan to save Jaguar. First he promised three things: Quality, Quality, and Quality. He went on to commit to delivering the 1982 cars into North American showrooms by 10/1/81...in colors they could sell. Later he invited all of the North American and European dealers into the factory to show them how improvements were being made. He then assembled them to talk about a sales forecast. He knew he needed a forecast that suggested profitability in order to keep Jaguar alive. To break even they needed to sell three times as many cars as they had in 1981. In the ballroom of the Hilton in Stratford-upon-Avon he asked the dealers for a sales forecast of three times what they were expecting. There was silence. Finally one of the more influential dealers stood up and said I think we can give you double. One by one the rest of the dealers agreed to sell double the previous year's total. Based upon Egan delivering on his promises, nearly three times the 1981 total was sold in 1982. However delivering three times as many cars alone was not going to be enough to achieve the tough financial goals. He had to do it with a smaller workforce. A voluntary redundancy (lay-off) shed nearly 30% of the workforce. A high percentage of the shop stewards took the rather generous offer. At that time the stewards ruled the factories and would not hesitate to walk the workers out on strike for issues that could easily be re-

Speaking of Things Jaguar - *January 2023* (continued)

solved with an honest discussion. Out from under the thumb of many of the older diehard shop stewards, a surprisingly motivated and more productive workforce emerged. Fortunately British Leyland Ltd paid for the redundancy. Its impact on the bottom line would not have been as significant otherwise.

Selling more cars with a smaller workforce would still not be enough to turn things around if the quality wasn't there. Jaguar was averaging about eighteen faults per car, compared to five at Mercedes. Jaguar's somewhat ill-educated workforce was building about 25% fewer cars per employee than Mercedes with three times the faults. Teaching the workforce about quality and process improvement would certainly improve productivity and make better cars, but the quality issues were not limited to the factory. There were significant quality issues with the suppliers. Some were delivering defect rates as high as 40%. Egan called in his senior management staff and each, including Egan himself, was assigned five suppliers to work with to improve their product quality. They were surprisingly welcomed by most.

Aside from improving quality, productivity and sales, Egan felt that for Jaguar to sustain its turnaround it must return to racing with its sights set on Le Mans. The Le Mans program in the fifties had delivered significant engineering improvements in the road cars. Egan felt that racing programs kept the engineers looking forward. While the glory of the great Le Mans wins of the fifties was starting to fade, he was encouraged by the success Bob Tullius had in North America with the Series III E-Type and the XJ-S in the seventies. At the Geneva auto show in 1981 Egan mentioned to Jackie Stewart that he was thinking of getting Jaguar back into racing, but knew he didn't have the funding to do it internally. Jackie suggested he talk to a Touring Car racer he knew named Tom Walkinshaw. Jackie apparently mentioned the conversation to Walkinshaw because he approached Egan for a meeting. Walkinshaw was wildly enthusiastic about the XJ-S and felt it would make a great racing car. Egan explained that he agreed, but he had no money for such a venture. Walkinshaw told him not to worry, he'd find the money. Egan agreed to pay him based solely on the basis of winning. He offered £20,000 for a win, £15,000 for second place and £10,000 for third. Just as Group 44 had turned the XJ-S into a Trans-Am Champion racing car, Tom Walkinshaw Racing (TWR) turned the XJ-S

into a European Touring Car Championship



(ETCC) winning racing car.

The TWR XJ-S won in its first race outing, the sixth race in the 1982 ETCC season at Brno in the Czech Republic with Walkinson driving. The TWR Jaguar went on to win four more races to finish second in the championship that year. In the 1983 ETCC season the TRW team of three XJ-S Jaguars won five races and, again, finished second in the championship. TWR XJ-S Jaguars won seven of twelve races in 1984 to take the European Touring Car Championship for Jaguar. One of the victories was the Spa 24 hour race which was the first 24 hour race victory for Jaguar since Le Mans in 1957.



Meanwhile back on the other side of the Atlantic, Bob Tullius, after successfully racing Jaguar V-12 powered sports cars for nearly a decade, got the urge to build a V-12 Jaguar powered mid-engine race car for the International Motor Sport Association (IMSA) Camel GTP series. Interestingly, more than two decades earlier Jaguar had developed the V-12 engine for an assault on Le Mans in the XJ 13. That effort never made it to Le Mans. With the assistance of Lee Dykstra who had worked on the Ford GT program, Tullius designed and built the Jaguar XJR-5 to IMSA GTP specifications. On January 7th 1982 the new Jaguar XJR-5

Speaking of Things Jaguar - *January 2023*(continued)

was announced. Representing the quality of Jaguar Engineering, it was a powerful marketing tool. The car debuted at Elkhart Lake in August of 1982 and had its first of many wins at Road Atlanta in April of 1983.



Seeing that his XJR-5 was a successful racing car, Tullius set his sights on a bigger prize: the International Sports Car Endurance Championship, including Le Mans. Plans for a two car team to return Jaguar to Le Mans were announced by John Egan in April of 1984. Tullius wanted to enter in the 1983 race, but technical and reliability issues indicated it was prudent to delay a year. The XJR-5 arrived at Le Mans as the first Jaguar entrant since the Lightweight E-Type in 1964.



As with many first time visitors to Le Mans, both XJR-5s retired. Always eager for a marketing opportunity, Mike Dale of Jaguar North America announced that Group 44 and their Jaguar XJR-5s would return to Le Mans in 1985. Not wanting to miss any IMSA races in the states as they had in 1983 with their trip to France, Tullius built two more XJR-5s. 1985 proved to be a slightly better race for the Jaguars with only one car retiring and the other finishing in 13th place. Earlier in that

same year, Egan had a growing concern that the heavy XJR-5, while showing success in the IMSA series, may not be the best course of action for Jaguar at Le Mans; a change might be in order. Using Williams Engineering as a consultant, Egan pulled a meeting together with Tullius and Tom Walkinshaw. Both had delivered numerous victories on their respective continents and Williams Engineering was widely respected as a Formula One race car builder. The question on the table was: “Do we continue to evolve the Group 44 race car or do we start from scratch with a new V-12 powered race car”. At this point Egan was determined to achieve a Le Mans win on his watch. Frank Williams made a convincing case for building a new car. He felt that in order to beat Porsche and Mercedes, Jaguar would have to build a car to Le Mans regulations with Formula One technology and engineering. Egan gave the nod to Walkinshaw and asked a disappointed Tullius to concentrate on winning the IMSA championship in North America for Mike Dale. Egan felt it was important for some of his Jaguar engineers to work on the cars along with TWR engineers.

The TWR Racing Jaguar XJR-6 debuted in August of 1985 and on May 5th 1986 gave Jaguar its first World Sports Car Championship race victory since Le Mans 1957.



TWR Jaguar arrived at Le Mans later in May with three XJR-6 race cars which came to be known as the “Silk Cut Jaguars” from the bold advertising of their sponsor. As with Group 44, on TWR’s first visit to Le Mans they learned that number one lesson of Le Mans “In order to finish first, first you must finish”; all three cars did not. The return of an official Jaguar racing team to Le Mans had generated a huge attendance of enthusiastic British fans. After the disappointing finish a TWR crew member spray painted on the pit wall “thanks for coming,

Speaking of Things Jaguar - *January 2023* (continued)

we'll be back."



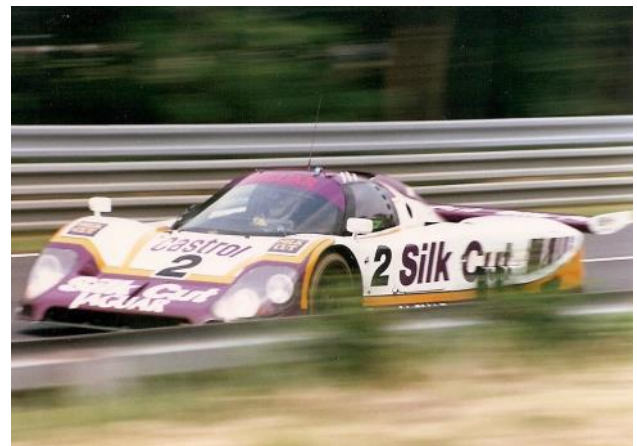
TWR Jaguar did return in 1987 with three new XJR-9LM racing cars. They qualified in third, fourth and fifth starting positions with maximum speeds down the Mulsanne straight approaching 240mph. At the ninth hour Jaguars were running in second, third and fourth positions. A tire failure at over 200mph took out the #5 Jaguar and a cracked piston retired the #6 car. The #4 TWR Jaguar finished in a quite respectful 5th place after numerous mechanical issues. Egan was inching closer to his goal. Jaguar would return in 1988.



Back in the states Tullius was doing quite well in the IMSA series and on January 29th managed a win in the Daytona 24 Hour race. His Castrol Jaguar Racing XJR-9s finished first, a lap up on the second place Porsche 962, and third, nineteen laps up on the fourth place 962. This endurance victory for the new XJR-9 on its maiden outing lent confidence for Jaguar's next 24 hour challenge coming up in June.



TWR Jaguar returned for the 56th running of the Le Mans 24 hours with five XJR-9LM race cars. They had taken a page out of Porsche's playbook. Porsche generally had both a factory team and numerous factory supported privateer entries. In 1987 there were no fewer than thirteen Porsche 962 and 961 racecars entered. Three XJR-9LMs had TWR crews and the other two had American IMSA crews and drivers. Martin Brundle qualified fourth behind three Porsches and Jan Lammers qualified sixth behind another of the eleven Porsche 962s entered in 1988. Three of the Jaguar XJ-9LMs finished. After twenty-four hours, 394 laps and 3313.5 miles, 2 minutes and 36 seconds ahead of a factory Porsche 962C, Jan Lammers led a photo op trio of Jaguars to a first place finish at Le Mans! Jaguar got its first Le Mans victory in thirty-one years. Walkinshaw had actually set an expectation that it would most likely take three years for the program to yield a victory, and it did.



Speaking of Things Jaguar - January 2023^(continued)



The Germans had their revenge in 1989 with a Sauber Mercedes-Benz taking the victory. TWR Jaguar would return to Le Mans in 1990 to score another win with an XJR-12.

Unfortunately Sir William Lyons was not able to join the celebrations of Jaguar's sixth Le Mans victory. He passed away quietly on February 8th 1985 at his beloved Wappenbury Hall residence. While officially retired since 1972, he still spent much of his time at the Jaguar factory. Egan saw him as a mentor and related one of his last discussions with Lyons when he was having a debate about whether to go with the rectangular headlamps on the XJ40 or stay with the traditional round ones. Lyons was enthused about the rectangular lamps. He felt they brought the styling together. Prior to that, when Egan was considering starting from scratch to develop a replacement for the Series III, it was Lyons who convinced him to continue with the development underway on the XJ40. Stated Lyons *"It's a good car!"*



While all of this racing was going on in France and North America, change was in the air back in the UK. Margaret Thatcher had stated when she came

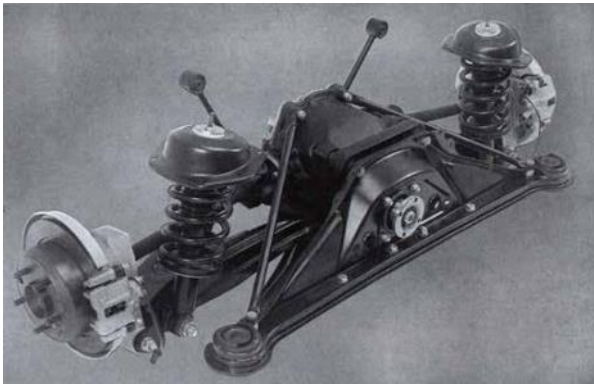
to power in 1979 that she wanted to get the British government out of the car business. Jaguar, of course, had become a separate entity under the government owned British Leyland umbrella in 1980. On August 3rd 1984 the British government sold Jaguar in a public stock offering on the London Stock Exchange. Jaguar was its own company again; with stockholders.



Through the early part of the eighties Jaguar sustained itself with two models, the XJ-S introduced in 1975 and the XJ6 Series III introduced in 1980. The replacement for the XJ6 had been in development since before the British Leyland days. The project for the replacement of the XJ6 was formalized in a meeting between Lofty England, Chairman and Bob Knight, Chief Engineer, on October 1st 1972. The project name was XJ40. Through more than a decade of external and internal policy changes, corporate politics and a financial crisis or two the project was put on the shelf and removed several times. On the shelf or not, the project remained on the books under one name or another. The design brief for the Series III replacement included reduced manufacturing complexities to improve productivity quality, and reliability. Weight was to be reduced and aerodynamics improved for better fuel economy. There were to be improved engine management systems for better performance. Perhaps foremost the new car was to maintain Jaguar's position in the luxury market sector by at least equaling its predecessor in style and refinement. The final design had 25% fewer bodywork panels than the Series III, a completely new Independent rear suspension with the brakes pushed out to the wheels, the new AJ6 aluminum engine and numerous other mechanical improvements. Moving the rear brake out to the wheels reduced the

Speaking of Things Jaguar - *January 2023* (continued)

time to replace all four brakes from nine hours to two. The car achieved or exceeded all points of the design brief.



Originally scheduled for launch in 1984 under pressure from BLL, Egan, knowing privatization was near, was able to delay the launch two more years to allow further development. The XJ40 underwent more development and testing than any other Jaguar up to that time. The XJ40 was finally launched on October 8th 1986. With its angular lines and rectangular headlamp treatment the XJ40 was very 80s in its looks, but still carried forth much of the classic look of the Series III XJ6.



Out from under stranglehold of BLL Jaguar began to achieve significant growth and development. Increased profitability allowed improvements in manufacturing and development facilities. A £52 million product engineering center in Whitley was opened in May of 1988. Also in May of 1988 the semi-convertible XJ-SC was replaced by a full convertible model which greatly increased sales.



Speaking of Things Jaguar - January 2023 (continued)

Profitability and success did not mean Jaguar's problems were behind, far from it. This British crown jewel was now quite attractive to larger car makers. Over the latter part of the decade Sir John Egan had entered into discussions with a number of larger car makers including Toyota and BMW. He had little interest in Toyota, mostly because it was so far away. In later years reflection he indicated that BMW might have been a good fit. Toward the end of the eighties the North American giants General Motors and Ford, were looking to buy some European luxury and sports car companies. When Ford's plans to buy Alfa Romeo and Saab didn't work out they started eyeing up Jaguar. General Motors was already negotiating with Egan to purchase a large stake in Jaguar. Egan would have much preferred that deal over Ford's proposal because Jaguar would have retained its independence. In the end, Ford announced on September 19th 1989 its intention to purchase Jaguar for a sum of \$2.38 billion, almost twice Jaguar's book value.

Along with the announcement Ford also announced its intention to invest \$1 billion in Jaguar. While Egan was not pleased with the Ford takeover, Margaret Thatcher apparently was. She viewed Jaguar's success as a private company as one of her success stories. Prior to Ford's announcement, Ms. Thatcher lifted a ban on foreign companies owning more than 15% of Jaguar. John Egan would last only seven months into Ford ownership.

As the decade ended, Sir John Egan could look back with great pride at his accomplishments in the past ten years. He had taken the helm of a car company that was on the brink of being dissolved by the large corporation that owned it. He grew Jaguar from a £300M subsidiary to a world class luxury car manufacturer worth £1.6B. He had returned Jaguar to profitability and pride in its products. He had returned Jaguar to its racing heritage with victory at Le Mans and numerous racing championships. Sir John Egan had truly earned the title "The Man Who Saved Jaguar."



Enjoy Your Jaguar!

Paul T

DVJC Officer and Director Election Results 2023-24

Officers:

President:	Bill Beible
Vice President:	Paul Trout
Secretary:	Gregory Morrison
Treasurer:	Jim Sjoreen

Directors:

Membership:	Tony Tinari
Director:	Rich Rosen
Director:	Tom Shaner
Director:	Bill Thompson
Director:	Mike Wolf

Congratulations to these individuals who will be the leadership team for the Delaware Valley Jaguar Club for the 2023—2024 membership years. They will be welcomed in to their positions at the Annual Holiday Party on January 22, 2023.

**The Holiday is in Less Than Three Weeks
Sign Up NOW!**



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
So Sign Up NOW!***

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.net

Noe LaFramboise at jagnoe@att.net

Gift Baskets:

The popular themed **Gift Basket Raffle** is also returning to the party. Creative donations from our members are requested. if you wish to make a donation. Please notify:

Sue Trout scarletsmt@aol.com or

Nancy Beible nbeible@icloud.com

Sign Up NOW! Just \$37.50 per person

You must register for this event

Prior to January 16, 2023 on the DVJC web site at <https://delvaljaguarclub.com/events/holiday-luncheon-january-22-2023/>

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

January 16, 2023 to:

Paul Trout

210 Warwick Furnace Rd

Elverson, PA 19520

610-286-5701 or 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**



The gentlemen are discussing automotive performance. But, as Jaguar owners, they should know better than compare the speed of the new XK-E with that of the 3.8 Sedan, since speed alone has never been the criterion of excellence in judging Jaguars. How, then, you may ask, does one choose between the XK-E and the 3.8 Sedan? Both offer dramatic acceleration, phenomenal performance and superb handling. Therefore, let your own personal require-

ments be the basis for your choice between the two. If there are two of you, then by all means investigate the new XK-E. But, if family needs dictate a roomier vehicle, then avail yourself of the comforts and spaciousness of the 3.8 Sedan. Both are, after all, thoroughbred Jaguars. For more information on both of these fine automobiles, consult your nearest Jaguar Dealer, or write JAGUAR CARS INC., 32 East 57th Street, New York 22, N. Y.

The Jaguar XK-E vs. the 3.8 Sedan

Recognizing 1970 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 completed all Series 1 change articles, and this January's article will conclude the Series 2 changes. Besides the 7 easily recognized changes for the 1970 model year, we will delve into; the "2R" chassis designation, some transition cars as Jaguar moved towards the Series 3 and color totals selected for the Series 2. See addendum 1 if you care/dare to relearn the by-products of combustion in an internal combustion engine, which really drove the variations in engines we will discuss in more detail in addendum 2. (I think you will qualify for some college credits if you understand all of this!!). By the way, was there a Series 2.25, or 2.5? More to follow if you read on.

2R Chassis Designation

Recall during this timeframe there were new requirements coming out of the U.S., led by California limiting pollution allowances. I mentioned and supplied pictures last month of Variation 1, 2, and 3 of Series 2 engines for the U.S. market. See Addendum 2 for more details about the variants. Jaguar along with the rest of the automotive industry was trying to reduce emissions. These three variations centered around crossovers to heat gas mixtures and recirculate/capture internal engine vapors. Jaguar also decided to intermix on the production line the "with" and "without" versions. In April 1970, Jaguar actually started assigning different designations/labeling for the U.S. bound LHD OTS and FHC cars (Note: not the 2+2, as Series 2 2+2 production was ending in July 1970). Jaguar made the U.S. cars distinct by calling them 1971 cars and changing the chassis # to a "2R" prefix. The "1R" prefix continued for the non-U.S. cars and all 2+2's. Engine Variation 3 started 11 November 1969 but the "2R" designation did not start until April 1970. What was different on the 2R cars were two items (items 5 and 6 below)- The addition of leapers on both sides of the bonnet and the addition of a chrome strip around the bonnet intake mouth. Nothing was different about the engines, except Jaguar indicated they conformed with 1971 Federal Motor Vehicle Safety Standards and U.S. Department of Health, Education and Welfare (HEW)

(forerunner of the EPA) requirements with door and bonnet stickers. The following chart shows production numbers for the 1R/2R designations from April to October 1970. (See reference 1, p93 & p157, reference 7, p221)

Interestingly, although the 2R cars were called

1970/1971 subset	OTS LHD	FHC LHD	TOTAL
2R	1088	642	1730
1R	145	164	309
TOTAL (1R +2R)	1233	806	2039

1971's, none were produced in calendar year 1971! Some call the 2R cars the Series 2.5 (very few people, and this is very unofficial). The 1970 2+2 E-Type production ended July of 1970. OTS and FHC production ended October of 1970. This marks the end of the short wheelbase, which was the wheelbase on all previous OTS and FHC cars. Starting in 1971, which will be the Series 3, both OTS and 2+2 were built on the long wheelbase. This is the same wheelbase all 2+2's since 1966 had been built on.

MODEL YEAR 1970 easily recognized changes:

1) Starting 13 October 1969 (after completing 10,469 Series 2 cars), the ignition coil moved to the front right picture frame. (See reference 1, p100). Starting:

LHD chassis- 1R11052 (OTS)//1R27051 (FHC)//
1R42850 (2+2);
RHD chassis- 1R1393 (OTS)//1R20486 (FHC)//
1R35643 (2+2).

2) Starting October 1969 (after completing approximately 10,500 Series 2 cars), the air filter intake box was changed to rectangular on U.S. and Canadian cars. (See reference 1, p98). Starting:
Engine # 7R7974 and Engine # 7R38580.

3) Starting 11 November 1969 (after completing approximately 11,000 Series 2 cars), the Variation 3 engine was produced for the U.S. Cars. (See reference 2, p3). Starting:
Engine # 7R8768 and Engine # 7R38895.

4) Starting April 1970 (after completing 15,402

Recognizing 1970 E-Type Changes (cont'd.)

Series 2 cars), a smaller commission plate was introduced which omitted the table of lubricants and valve clearances, and was riveted in place. The location continued on the left side sill. (See reference 7, p278). Starting:

LHD chassis- 1R13283 (OTS)//1R27976 (FHC)//
1R43899 (2+2);

RHD chassis- 1R 1624 (OTS)//1R20813 (FHC)//
1R35811 (2+2).

5) Starting April 1970 on the 1971 variant made for the U.S. market, a plastic leaping leaper Jaguar badge was added and screwed on to both sides of the bonnet. The location was close to where the 1961 T- handle bonnet latch openers were located. Some say this was to document the 10th anniversary of the E-Type. The leapers did not continue on the Series 3 cars. Owners-please ensure your leapers are facing forward! (See reference 1, p110). Starting:

LHD chassis- 2R13621 (OTS)//2R27981 (FHC).

6) Starting April 1970 on the 1971 variant made for the U.S. market, a chrome trim finisher was added around the bonnet air intake. This did continue on the Series 3 cars. (See reference 1, p110). Starting:

LHD chassis- 2R13621 (OTS)//2R27981 (FHC).

7) Starting July 1970 (after completing approximately 17,500 Series 2 cars), the inertia reels for the 3-point seat belts were added to cars headed to the U.S. and Canada. (See reference 1, p121). Starting:

LHD chassis- 2R13716 (OTS)//2R28084 (FHC).

(Trivia Item) Starting September 1970, (after completing approximately 18,500 Series 2 cars), the engine # suffix (designating compression ratio) changed from -9 to -H (actually signifying 8.5 or higher), but no E-types received an S= standard compression or L= low compression engine. Note the -H suffix was not used on the 2+2 cars. (See reference 5, p678). Starting:

Engine 7R14269-H

Transition cars

So how did Jaguar transition from Series 2 to Series 3 production?

Series 3 V12 2+2 production started August 1970 (OTS production slowly started December 1970), but the official launch was 25 March 1971 in Palm

Springs, California. When the Series 3 (with V12) was announced, they also stated in the sales brochures you could buy the new Series 3 body, still with a 6-cylinder under the bonnet. (See nostalgic add this Purr). There were not many takers. It seems documentation is rather sketchy, and probably 3 or 4 were built, and may (or may not) have had chassis numbers 1W70001 thru 1W0004. Interestingly, if you look up in reference 3 chassis number 1S70001, you come up with an interesting article about 1W70001. A 2+2 LHD 6-cylinder, and it states there were 2 other 2+2 RHD 6-cylinders. This car has been written about calling it the "Ghost E-Type". <https://journal.classiccars.com/2017/09/27/ghost-e-type-reappears-and-heads-to-auction/>

Another interesting deviation can be found if you look up in reference 3 chassis number 1S50106. You come up with an interesting article about a 2+2 RHD 6-cylinder built 5 Jan 1971 and it states there were 3 others 6-cylinders, a 2+2 LHD, and both a LHD and RHD OTS. I bet Norman Dewis could sort this mystery/inconsistency out!!!

But also in 1969 there may (or may not) have been 6 Series 3 prototypes with the following chassis numbers, and installed engines:

EX100 V12

EX101 4.2

EX102 V12

EX103 V12

EX104 V12

EX106 V12

~~EX105 (Not built) See reference 5, p472.

Might either of these runs be the illusive series 2.25?

Listed in reference 3, chassis number 2R13621 (OTS) is an interesting car (by the numbers, the first 2R car). Built 7 May 1970, it had 4 chrome exhaust tips, and has been called in one reference the Series 2.5 and labeled a 1971. Reference 3 states initially 9 cars were made at the end of the Series 2 run, as the Series 3 V12 were not yet available. These cars were made to sit in showrooms to look like the upcoming V12, with the leaping leapers on the sides, and the chrome around the bonnet mouth, and the 4 chrome exhaust tips. Not sure it would fool anyone, especially after you opened the bonnet, but if this did happen, it gave the dealers and prospective buyers something to talk about until the Series 3 V12 ap-

Recognizing 1970 E-Type Changes (cont'd.)

peared.

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 some changes and their respective chassis numbers.

REF 3 - My go to reference is XKEDATA.com. Approximately 30% of E-Type owners have their cars registered. Researcher beware, an owner sometimes types in the wrong data, or could post a recent (modified) photo of his car that is not original.

REF 4 - Dr Thomas Haddock has 2 excellent books. "Jaguar E-Type Restoration Guide", and "Jaguar E-Type Originality Guide", which documents many changes with pictures. Dr. Michael Mueller co-authored the originality guide.

REF 5 - Philip Porter has an excellent book,

"Jaguar E-Type, the Definitive History".

REF 6- Paul Skilleter's book, "The Jaguar E-Type, A Collectors Guide", details many Engineering changes by chassis # and date.

REF 7- Malcolm McKay just published a new 400 page reference (June 2021), detailing more info on all three series, with many great pictures on almost every page, many contributed by Chuck Hadley.

REF 8- 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 loan 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!!!

Before we leave the Series 2 (4.2), I thought it might be fun to review paint options (or colours, as the Brits like to say). There were at least 13 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 18,813 Series 2 4.2 cars produced, here are the paint color options listed by most to least popular, along with interior color options: (and cream is still a very popular color)

EXT COLOR QUANTITY INTERIOR

Primrose Yellow	2379	Black,Beige,Cinnamon
Sable	2092	Black,Beige,Cinnamon
Regency Red	2032	Black,Beige,Cinnamon
Birt Rac Green	1999	Blk,Beige,Cinn,Suede Grn
Silver/Grey	1949	Black, Red, DB

Light Blue	1755	Black,DB,LB
Signal Red	1539	Black,Beige, Red
Cream	1452	Black, DB, Red
Willow Green	1287	Blk,Beige,Cinn,Suede Grn
Ascot Fawn	995	Blk,Beige,Cinnamon,Red
Dark Blue	802	Blk,Red,DB,LB
Black	313	Blk,Beige,Cinnamon,Red
Warwick Grey	43	Black, DB, Red

That accounts for 18,637 out of 18,813 Series 2 cars. What about the other 176, you may ask? They were special order and trial colors, all very limited in numbers. These included opalescent silver blue, opalescent golden sand, opalescent dark green, opalescent maroon, opalescent silver grey, Porsche Bahama Yellow, Porsche Tangerine, and beige. See reference 1, p164.

Recognizing 1970 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). As discussed above, you will note there is a subset of the 1970 year for LHD FHC and OTS. These cars were late in the 1970 production year, and went to the U.S. Their chassis #'s start with 2R, versus the 1R, but were intermixed with the 1R allocation numbers. There were a total of 1730 2R's produced, broken down 1088 LHD OTS's, and 642 LHD FHC's.

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
TOTAL	18813 (+1)	7852 (+1)	776	3786	1071	4287	1041
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 st Chassis	1R7001	1R1001	1R25001	1R20001	1R40001	1R35001
	Last Chassis	1R8125	1R1074	1R25600	1R20126	1R40798	1R35118
1969	1 st Chassis	1R8126	1R1075	1R25601	1R20127	1R40799	1R35119
	Last Chassis	1R12200	1R1498	1R27571	1R20604	1R43436	1R35696
1970	1 st Chassis	1R12201	1R1499	1R27572	1R20605	1R43437	1R35697
	Last Chassis	2R14853	1R1776	2R28786	1R21071	1R44287	1R36041
1971-North Am cars (April-Oct 1970)	1 st Chassis	2R13621		2R27981			
	Last Chassis	2R14853		2R28786			

Recognizing 1970 E-Type Changes (cont'd.)

Addendum 1: The by-products of combustion

Heat, water and carbon dioxide are the 3 main products from burning fuel (hydrocarbons) with air (nitrogen and oxygen). Some of the fuel (specifically octane, C₈H₁₈) may not completely burn during combustion and therefore is released into the atmosphere along with other products. The products that are formed during combustion of fossil fuels are:

1. Carbon Dioxide (CO₂)
2. Carbon Monoxide (CO)
3. Sulfur Dioxide (SO₂)
4. Nitrogen Oxides (NO_x)
5. Lead (Pb)
6. Particulate Matter (PM)

CO₂ is one of the major products of combustion with fossil fuels since carbon accounts for 60–90 percent of the mass of fuels that we burn.

CO is formed when a fuel mixture is not completely burned (oxidized). CO is a colorless, odorless gas.

SO₂ belongs to the family of sulfur oxide gases (SO_x). Sulfur is prevalent in all raw materials, including crude oil, coal, and ores that contain common metals. SO₂ dissolves in water vapor to form acid and interacts with other gases and particles in the air to form sulfates and other products that can be harmful to people, metal surfaces and the environment.

NO_x is the generic term for a group of highly reactive gases, all of which contain nitrogen and oxygen in varying amounts. Many of the nitrogen oxides are colorless and odorless, and form when fuel is burned at high temperatures in the combustion process. Nitrogen Dioxide (NO₂) along with particles in the air can often be seen as a reddish-brown layer over many urban areas. When it is converted to nitric acid, deposits add up, causing acidification of lakes and metal corrosion, rubber degradation and fading of fabrics.

Lead emissions have historically been generated by motor vehicles and industrial sources. Lead was added to gasoline to increase resistance to detonation (knocking). Due to the phase-out of leaded gasoline, metals processing is the major source of lead emissions to the air today. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers. Lead is a metal found naturally in the environment as well as in manufactured products. Lead is used in the manufacturing of many items, including glass, rubber, paint, batteries, insecticides, plumbing, and protective shielding for X-rays.

PM is the general term used to describe a mixture of solid particles and liquid droplets found in the air. Some particles are large enough to be seen as dust or dirt, while others are so small they can be detected only with an electron microscope. PM can be emitted directly or formed in the atmosphere.

3 sizes include:

PM 2.5=fine particles that are less than or equal to 2.5 μm (micro meter) in diameter.

Course fraction=particles are greater than 2.5 μm, but less than or equal to 10 μm in diameter.

PM 10=larger particles greater than or equal to 10 μm in diameter (about one-seventh the diameter of a human hair).

Secondary particles (smaller) are formed in the atmosphere from primary gaseous emissions. Examples of secondary particles are: sulfates formed from SO₂ emissions from power plants and industrial facilities; nitrates formed from NO_x emissions from power plants, automobiles, and other combustion sources; and carbon formed from organic gas emissions from automobiles and industrial facilities.

Primary particles (larger) are formed from combustion sources and are emitted directly into the atmosphere. Examples of primary particles are dust from roads or black carbon (soot).

Recognizing 1970 E-Type Changes (cont'd.)

Addendum 2: Engine Variation 1, 2, 3 (see reference 2, p6 and reference 7, p249)

Variation 1 started mid-August 1967 with the Series 1.5 (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. The change included a new intake manifold and also a polished cast aluminum cross pipe (with 2 passageways) at the rear of the engine to route some of the air fuel mixture to be heated (via 1st passageway) in a polished aluminum heat transfer device mounted to the rear exhaust. It was then passed back to the intake side by means of the same polished cast aluminum duct (2nd passageway). Exhaust manifolds were still porcelain. 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).

Variation 2 was accomplished in 2 stages. Starting early October 1968 with engine 7R1838 and 7R35330, a water heated secondary throttle housing was introduced. Later in October 1968 with engine 7R2083 and 7R35463, the duplex manifold was deleted along with the rear exhaust crossover. Porcelain exhaust manifolds were still continued.

Variation 3 started 11 November 1969 with engine 7R8768 and 7R38895. Jaguar decided on a simpler system to preheat just the air. 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. The exhaust manifolds were just cast iron, without porcelain, as they could not really be seen, and as most know, the porcelain did not hold up very well over time. In addition, a fuel expansion tank was fitted, which vented to a charcoal canister by the battery box, and the fuel filler cap was changed to non-vented.

Welcome New Members

Timothy Wilkens
King of Prussia, PA

Note: Timothy was last a member in 2015. We welcome him back.

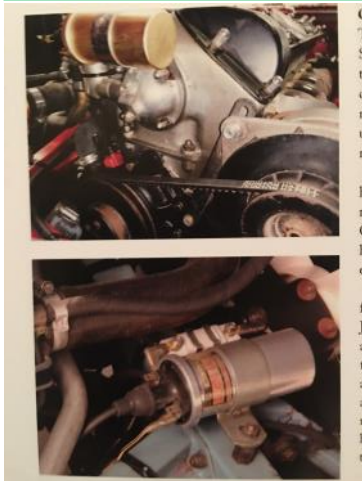
Stephanie Schwartzberg
Yardley, PA

George & Tammy Loudon
Stroudsburg, PA

Lisa Matta
Churchville, PA

Note: Another former member returning to the club after years of absence.

Recognizing 1970 E-Type Changes Photos



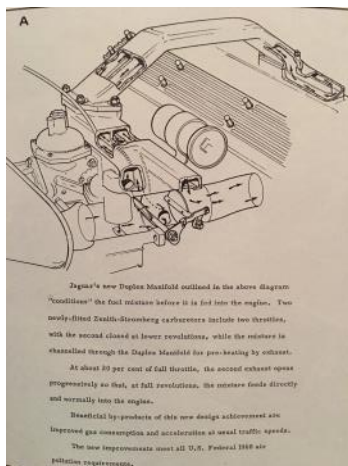
ignition coil,
top: original location
bottom: new location



air filter



Variation 3 engine



Variation 1 details



the 2R exists



small chassis plate



chrome finisher
plastic leaper



seat belt reel

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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



1976 Jaguar XJ6L

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

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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

2004 Vanden Plas For Sale



72K miles. Original owner. Garage kept forever. Dealer Maintained. Excellent condition. 2023 Inspection completed.

Asking \$10,500.00. Sirius radio has also been installed.



Call 215 801-0225

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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 or 610-570-0515.

WANTED: 2007-09 Muffler

Looking for a "rear box" (muffler) for 2007 to 2009 Jag XKR.

Contact Joe Settefrati, joe7bros@verizon.net



2005 Jaguar X-Type Sport For Sale - \$ 4,200



This is a bit of a rare bird; 3.0 engine with a 5-speed manual transmission. I bought the car three years ago and it's still fun to drive, but I have too many cars and it's time for this one to go to a new home. Miles are a bit high (156,000) but the car has been maintained and runs well. Upgrades include self-leveling LED headlights and newer wheels with four brand-new Continental tires. Exterior has some scratches and minor dents. Interior is in good shape; no damaged wood or worn or torn leather. Needs to have one of the catalytic converters replaced which will be done prior to sale. A spare used transmission is included.



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DVJC MERCHANDISE FOR SALE

DVJC merchandise is available for purchase online at the club website (delvaljaguarclub.com) or at most club events. All items include PA sales tax and, online purchases additionally include shipping charges. If you would like to order items for delivery at a club event, email Noe LaFramboise at 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 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
- 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

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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If It Looks Like a Duck . . .

By: Alex LaRoche

If it looks like a duck, walks like a duck and quacks like a duck, then would you guess it's a duck?

While our Scale Model Collection started with a 1:64 red Matchbox SS-100, there are three Jaguar models that I highly admire, partly because of their beauty, but mostly because of their engineering. These three Jaguars are all unfortunately outside of our price range, so we have had to slightly compromise our desire for 'all original' and find the next best thing in order to have the ability to experience the pleasure of driving these amazing Jaguar creations.

The beauty that was chosen to grace the January 2023 DVJC Calendar page is our British Racing Green 1953 C-Type Replica (XK-120-C), that we acquired in 2019. This car was built in 2018 & 2019 by Gary Gustafson in Minneapolis, Minnesota from a Suffolk Sports Cars Kit that was fabricated in Woodbridge, England.

The kit typically is delivered in four separate shipments ... so that you only get the parts needed to complete the next stage of the project. When it came time to ship a XK engine from England, Gary opted to acquire a more period correct XK engine here in the US and have it completely rebuilt before fitting it into the car.

Finished in British Racing Green with Biscuit interior ... this Jaguar looks like a C-Type, drives like a C-Type and purrs like a C-Type, then would you guess it's a replica?

The car was transported out of Minneapolis by Intercity Lines just prior to the riots that destroyed much of the city. They had previously transported our 420 from New Orleans and our XJ12C from Chicago ... and this was another flawless delivery.

Once we got the car in late-October (and spent

some time joyriding before any snow flew), we had the car professionally checked by our local Jaguar expert (and fellow club member) Ken Beck and his crew at K&T Vintage Sports Cars LLC. The Webber Carburetors had to be properly tuned, which was not possible until we upgraded to a slightly more powerful fuel pump. Also, some additional 'caging' was recommended around the drive shaft – should anything ever let loose – injuries would be kept to a minimum. Some minor wiring adjustments, upgraded spare tire hold-down and raising the car by yet another 1" ... and the car roared to life to start its life on the 'well maintained roads' of Pennsylvania.

Starting with 54 miles on the clock upon arrival, we have really enjoyed driving this car. It made


its first Car Show appearance at the Hellertown Reservoir Car Show, where it took home a prize. The car was also driven to the 2022 DVJC Spring Fling – where it was able to be compared and contrasted with a first year production 1951 C-Type Replica – fabricated by Proteus and built to slightly different specifications. The 1951 version of the C-type 'only' won 1st place

at Le Mans ... while the 1953 version of the C-Type won 1st, 2nd and 4th place at Le Mans.

With our C-Type Replica fully road worthy and now with 743 miles on the clock ... we hope to proceed on re-starting our XJ13 Replica's project with the desire of having her on the road in British Racing Green in the near future. For the third and final model ... we are still searching for one of the 16 originals, one of the two D-type conversions or a respectful Replica of the gorgeous XK-SS.

Just like the Coventry Foundation, Casa LaRoche would be honored to have this third beauty donated to our collection. We can promise she will be driven (and not become a trailer Queen) ... and she will have great company at our 'stables'. ☺






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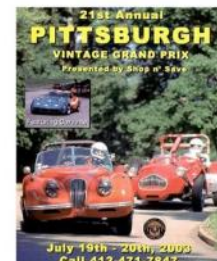
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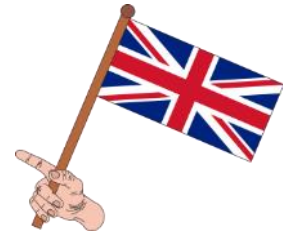
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DVJC Wants You!



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.
- 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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Phone 1:		Phone 2:	
Email:			
Occupation (optional):		Retired?	
Co-Member Name:			
	<i>Last</i>	<i>First</i>	<i>M.I.</i>

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

☐ **Child under 18?** Name: _____ Date of Birth ____ / ____ / ____

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

Signed: _____ **Date:** _____

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