
The Jaguar's Purr©

Is an official publication of

THE DELAWARE VALLEY JAGUAR CLUB

A chartered, non-profit corporation

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March 2023

DVJC at Eastwood



On Saturday, February 18th, 2023, members of the Delaware Valley Jaguar Club took advantage of a beautiful day to visit Eastwood Automotive in Pottstown, PA. After an informative tour of the facility attendees went the short distance to the Sly Fox Brewery for lunch and conversation. Thanks to Tony Tinari, Gary Feldman and Jim Sjoreen for taking photos. Photos from the event are available on the web site www.delvaljaguarclub.com.



It's Never Too Late to Renew Your Membership

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 are 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 Sjoeren or use the membership form [by clicking here](#) or referring to pages 41 & 42 to update information.

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

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

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

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another club)

Youth Enthusiast
\$35.00 per year

DVJC OFFICERS INFORMATION

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Club Merchandise	Noe LaFramboise	609-771-1230	jagnoe@att.net

Upcoming DVJC Events

March 4 2023

10:30 a.m.

RSVP Required

Goober's Garage & Union Park Jaguar (see page 10)

1214 N. Lincoln Street, Wilmington, DE

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

April 1, 2023

10:00 a.m.-3:00 p.m.

RSVP Required

Antique Automobile Club of America

800 Hershey Park Drive, Hershey, PA

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

May 4, 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 (see page 26)

Lancaster, PA

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

May 20, 2023

11:30 a.m.

Save the Date

Spring Fling (see page 11)

Ringling Hill Fire Company, Pottstown, PA

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

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 (see page 15-16)

Historic Hope Lodge

553 S. Bethlehem Pike, Fort Washington, PA

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

June 25, 2023

Save the Date

Longwood Concert and Dinner

Details TBD

October 10-13, 2023

Save the Date

Poconos Road Trip (see page 17)

The Penn Stroud, East Stroudsburg, PA

Contact: More information will be available in future issues

DVJC Judge Training

**March 18, 2023,
9:00 a.m.**

**Judges Training Workshop
Valley Forge, PA**

Contact: [Click Here](#) to register. You must be logged on to the DVJC web site to register.

**April 1, 2023,
9:00 a.m.**

**Judges Training and Testing
Wayne, PA**

Contact: [Click Here](#) to register. You must be logged on to the DVJC web site to register.

**April 15, 2023,
9:00 a.m.**

**Judges Training Workshop
Huntingdon Valley, PA**

Contact: [Click Here](#) to register. You must be logged on to the DVJC web site to register.

**April 22, 2023,
9:00 a.m.**

**Judges Training and Testing
Solebury, PA**

Contact: [Click Here](#) to register. You must be logged on to the DVJC web site to register.

The training sessions above will provide DVJC members interested in judging at the Annual DVJC Concour d'Elegance the necessary information to be a successful judge. These sessions are for persons interested in judging for the first time and for veteran judges updating their credentials. For more information please contact Alan Brown, Chief Judge, at ChiefJudge@delvaljaguarclub.com

See Page 12 for more information.



Your Monthly Bill *March 2023*

Over the past month, since Nancy and I arrived in Florida for our annual reprieve from winter, we have been inundated with the sight of topless cars soaking up the sun.



In addition to Jaguars, the streets here are awash with Bentleys, Ferraris, Lamborghinis, Maseratis, Rolls Royces, Aston Martins and many other exotic and expensive automobiles. Unfortunately, our E-Type and XKR convertibles are safely snuggled away at home so we do the best we can to enjoy the “summer” weather with the windows and sunroof open in our sedan. Reports say that the Philadelphia area has enjoyed many unseasonably warm days and I know a few of you have had your cars out. Soon, we will all, once again, enjoy driving our cars during the many months of great spring, summer and fall weather we have at home.

In February, many DVJC members enjoyed breakfast together at the Penrose Diner and then spent the day at Jaguars at LeMans at the Simeone Museum. There was also a great turnout for the tech session at the Eastwood Company followed by lunch at the Sly Fox Brewery the next Saturday. “Thank you” to Mike Wolf for organizing the event.

The spring events calendar is chock full of fun events that will appeal to a range of interests across our club. On March 4, Union Park Jaguar is graciously sponsoring a [private tour of the forty-car collection at Goober's Garage and a visit to Union Park Jaguar](#) followed by a private lunch at the 50s style Goober's Diner, all in Wilmington. Be sure to RSVP using our website for this event. While you're at it, register for [lunch at the Springhouse Tavern](#) on March 19 and the trip to [Hershey for a tour of the AACA Museum](#) on April 1.



Preparation for our June 3, 2023, Jaguar [Concours d'Elegance](#) continues. Development, training and certification of judges kicks off in earnest with the first [judge training workshop at Leo Kob's house](#) on March 18. DVJC is fortunate to have a good group of qualified and experienced judges. To continue to maintain the quality and bandwidth necessary to conduct a show like ours, new judges must be continually added to the team. If you are merely curious about what's involved, I encourage you to sign up to attend one of the workshops and a training/testing session to learn more. Check the events calendar for dates, times and locations. There is no obligation to judge if you decide it's not for you. Remember, both members in a household are eligible to judge – make it a family affair!



You may wonder why an event featuring Porsche is

Your Monthly Bill *March 2023(continued)*

highlighted here. That's because, in 2024, Jaguar will be the featured marque at the 7th annual Philadelphia Concours d'Elegance. One of our DVJC members, Ian Krantz, and I were discussing another car related topic when he asked me if we would consider supporting the 2024 show as the featured marque. This two-day charitable fundraising event supports Children's Hospital of Philadelphia, children with rare genetic diseases and their families.

Rest easy. I will learn more about ways we can help with this event but organizing it does not fall on DVJC. There is a complete, experienced infrastructure in place. Our club will be one source for cars in the show. Ian told me there are plenty

of ways people can volunteer to help this cause – including pitching in this year. I will share more information as it becomes available.

Hopefully, March comes in like a lamb and goes out like a lamb. Have a Jaguar kind of month.

'See you in April.

Bill

Member Anniversaries

Member		Co-Member		Join_Date	Years
James	Sjoreen	Denise	Sjoreen	3/14/2001	22
Thomas	Jones	Nancy	Jones	3/14/2001	22
David	Cohen			3/26/2002	21
Frank	Cartlidge			3/9/2016	7
Joseph	Lorini	Maureen	McCooley	3/18/2019	4
Robert	D'Intino			3/30/2019	4
Bill	Shelly	Nancy	Shelly	3/13/2021	2
Charles	Strauss	Elizabeth	Jones	3/22/2021	2
David	Lowndes	Ellen	Lowndes	3/14/2021	2
Mike	Engard	Peggy	Engard	3/3/2022	1



Membership Musings

March 2023

By: Tony Tinari

In the month of February 2023, DVJC hit the road with tires screeching for two back-to-back Saturday events. On the 11th a number of us ventured to the Simeone Foundation Museum for their “Jaguars at LeMans” lecture and a marvelous demo day in their back lot- including their C-Type, D-Type, and XK 120. Thanks to our Kevin Fitzgerald and his fine rapport with the museum director, we were also able to set up a small membership table (in prime Simeone real estate) and do a little recruiting.



Hustling for new members . . .

On the 18th, thanks to Mike Wolf, we met at the Eastwood Company in Pottstown, for a facility tour, a little car care advice, and some retail therapy. That was followed by lunch and libations at the nearby Sly Fox Brewery. Mike relates that these events were a year in the planning. Happily, they were well executed and attended.



Eastwood logo, looking a little bit like the Ford blue oval?



Sly Fox logo, looking nothing like a Jaguar.

Both of these were enjoyable and well spent Saturdays, shifting our 2023 schedule into a higher gear. Most importantly, during February we welcomed one returning members and three new member/co-member pairs, who are recognized elsewhere in this issue of the *Purr*. We’re glad to have you join us!

As we are fond of saying around here, “Come for the cars, stay for the people.” As your membership director, I am first concerned with maintaining our cohort of member Jaguar enthusiasts and supporting events and activities which inspire participation and enjoyment. However, as we all do, I also care about the cars! While they are mere contraptions (however aesthetically or mechanically wonderful they may be), more importantly they are the glue which holds us together through our common passion. Or diversion. Or obsession, as the case may be. Accordingly, and as I’ve done from time to time in this space, I thought I would check in on the collector car val-



Hagerty Market Rating, looking like a gas gauge.

ue scene.

One source of information which I follow, and I suspect many of you do as well, is the Hagerty Market Rating. It claims to be “. . . calculated through a comprehensive algorithm of fifteen weighted measures including the *Hagerty Price Guide*, auction transactions, insurance data, opinion from industry experts, and the world’s largest database of private sale transactions.” Okay, sounds impressive, right? Well, Hagerty reports that their Market Rating hit record highs in 2022, but ended the year on a slide which has continued into 2023. They point out that although there were record sales in the January warm climate auctions, that nevertheless those were achieved more through volume than price. In fact, average sale price at auction has dropped about 4% from the comparable period last year.

Hagerty suggests two takeaway messages: 1. The market appears to have shed the feeding frenzy behavior seen during the pandemic and returned to normal, albeit an elevated normal compared to pre-pandemic levels, and 2. Economic uncertainty continues to weigh on their Market Rating scheme. On the second point, Hagerty further speculates that “. . . economic uncertainty often leads average collectors to more defensive spending, while the ultra-wealthy buy up physical assets to hedge inflation.” They cite Rick Carey, a noted auction analyst and industry expert: “The market appears to be bifurcated, with typical moderately-priced ‘mainstream cars’ that represent the bulk of the market being soft, and others in six and seven figures being avidly chased with wild amounts splurged on them.”

All of this considered, I remain skeptical that an-

yone opining on the collector car market is any more accurate than the rest of the economic pundits, who are of course all over the lot right now. What I do know is that the acquisition and upkeep of the Jaguars we know and love is as much a passion play as it is an economic decision. When it comes to these types of automobiles,



Anyone have this Valentine's Day scene happen at your place?

“Cost” and “Value” are very different things.

Happy March Motoring,

Tony

Welcome New Members

David G. Harding
Brookhaven, PA

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

Jeffrey & Cory Rose
Rehoboth Beach, DE

Jack & Heidi Karakelian
West Chester, PA

Pascal Maeter and Cecilia Loftus
New Hope, PA

Chase Away Your Winter Blues!

By: Jay Greene

Chase away your winter blues!

Classic cars and comfort food sponsored by
Union Park,

Saturday March 4th.

FREE

We have a fun event confirmed for Saturday March 4th sponsored by Union Park Jaguar in Wilmington, Delaware.

We will start with a meet and greet at the Goober's Garage car collection. Union Park Jaguar will sponsor homemade donuts and fresh coffee from the adjacent Goober's Diner. Goober's Garage is an interesting private collection of about 40 cars that will be open just for DVJC members. There are very early models, muscle cars and race cars too.

Union Park Jaguar is across the street. They will show us their facilities and answer your Jaguar kind of questions. Enjoy a private lunch of comfort food on the second floor at the 50s style Diner, all sponsored by Union Park!

Traffic is a consideration for those of us driving vintage cars. I suggest that Pennsylvania members should plan on driving South on Route 476 in the morning and return by Route 202 North in the afternoon.

The schedule:

10:30 am: Arrive at Goober's Garage for mingle and tour until about noon.
Coffee and donuts sponsored by Union Park.

Noon to 1:00 pm: Visit Union Park Jaguar across the street. See new cars and their service center with a presentation by the knowledgeable sales manager.

1:00 to 2:30 pm: Lunch at Goober's Diner.
Private second floor, classic diner fare sponsored by Union Park Jaguar.

Beer and wine are available. If you are familiar with Buckley's Tavern, you know the food will be good!

The address for Goober's Garage is 1215 N Lincoln St, Wilmington, DE. Parking is not a problem. There is parking along the street, which is not very busy. Goober's staff will be there by 10:00 am to assist with parking. The vintage cars will park closest to the Diner and the Garage, while the daily driver non-Jaguars will be parked a little farther away.

I look forward to seeing you there!

Jay Greene
302-593-0448

Some pictures can be found by [Clicking Here](#).

For some background information [Click Here](#).



RSVP Required!! Please reserve your spot by [Clicking Here](#).

Save the Date! Saturday May 20, 2023



DVJC Spring Fling 2023

11:30 – 3:30

**Ringling Hill Fire Company
Pottstown, PA**



**We're Having a Birthday Party to
Celebrate 75 Years of the Jaguar XK120**

BYOB Cocktail Hour

Gourmet Lunch

Jaguar XK120 Birthday Cake!

Casual Car Show

Games

Silent Auction

***Bring Your Jaguar to Celebrate
The Jaguar XK120 1948-2023***

JUDGES TRAINING 2023

Dear fellow DVJC members,

This letter is an Invitation to Concours judge's training, in preparation for our Concours on Saturday June 3rd, 2023.

All current and former judges as well as any member or co-member interested in becoming a judge are welcome. At these training sessions we will be using the 2023 Judging Guide, required by JCNA. We will also take the test provided by JCNA and discuss some of the finer points of scoring a Jaguar. If you have not judged in the past, as an apprentice, you will be assigned to a team of experienced judges, which provides the opportunity to develop your judging skills.

The venue and dates are as follows.

March 18 th	Workshop at Leo Kob's in Valley Forge, PA
April 2 nd	Training/Testing at Jim Sjoreen's in Wayne, PA
April 15 th	Workshop at Tony Tinari's in Huntingdon Valley, PA
April 22 nd	Training/Testing at Alan Brown's in Solebury, PA

Training and Testing: We will review the JCNA judging guide and any approved changes made this year. Participants will also take the test prepared by JCNA followed by a related Q&A discussion. Judges must attend at least one of the training/testing sessions.

Workshops: Hands-on judging of member cars followed by a review of each team's scores. The purpose is to expose new judges to the scoring process and provide all judges with the opportunity to review and discuss how potential imperfections should be evaluated and scored, including the proper methods for recording deductions.

What I need to know.

1. Your confirmation of commitment to judge.
2. The model of Jaguar you would like to judge.
3. Which if any car(s) you will be entering.
4. Which of the venues you will attend.

Please reply at your earliest convenience, to chiefjudge@delvaljaguarclub.com

Registration through the web site is now available on the "Events" tab.

Thank you,

Alan Brown. Chief Judge. DVJC.

2023 DVJC Concours - CMoE (Cars & Motorcycles of England) - Ales & Petals at Hope Lodge

By: *Jim Sjoreen, Concours Chairman*

As Bill Beible shared in his monthly column, planning for this year's concours and CMoE is well underway. The planning committee, with representatives from DVJC, DVT (Delaware Valley Triumphs, LTD) and the Friends of Hope Lodge, is reviewing the results of last year's show and paying special attention to those things that need additional work this year. We have been fortunate since returning to Hope Lodge in 2018. The weather, attendance and support from both volunteers and sponsors have all contributed to the success of the event, year after year. Enough can't be said about our hosts, the Friends of Hope Lodge, who work tirelessly throughout the year to help maintain and promote the historic home that is Hope Lodge. Our co-sponsors and friends at DVT have made CMoE a go-to event for British car owners in the Mid-Atlantic states and beyond. The same is true for our club's concours, which is an important event for those who work to maintain the originality or in some cases, modify their cars in accordance with the judging guidelines published by Jaguar Clubs of North America (JCNA).

For those new to the club, the three title events are held on the grounds of the Historic Hope Lodge in Ft. Washington, PA and for 2023, the date is Saturday, June 3. It is a rain or shine event. DVJC's annual Concours d'Elegance is one of the club's signature events and brings together a wide range of Jaguar cars to be viewed and/or judged in this JCNA sanctioned event. Combined with the more than 150 British cars and motorcycles registered with the CMoE, there is something for everyone. Ales & Petals, sponsored by Hope Lodge, includes food, beer and music available in the gardens surrounding the home. More information will be forthcoming but mark your calendars...it is not to be missed!

The concours and CMoE are also opportunities for members to show their support for the club, both through registering their cars and volunteering. Those who have participated in the past know that it takes dozens of volunteers to make it happen and we've been fortunate year after year with members stepping up to help. Each year I'm amazed at the number of members willing to chip in and assist with all that it takes to make the show a success. Due to a personal commitment on June 3, I will not be in attendance but Jay

Greene and Greg Morrison have both graciously volunteered to lead the effort this year. To provide them with support that they will need, I'm calling on a few good men & women to help them manage the critical tasks that are key to the success of the concours and CMoE. It's vital to fill these leadership roles in order to provide a point of contact before and during the event. In no particular order, the roles are:

- Chief Judge – Alan Brown
 - ◊ Responsible for recruiting, training, assigning & assisting concours judges.
- Show Field Parking – Open
 - ◊ Recruit and assign parking volunteers on Saturday to direct registered cars to the assigned park spaces. (Starts at 7:30 AM and goes until all show cars are parked.)
 - ◊ Assist with field layout on Friday (Timing is dependent upon field layout by DVT)
- Spectator Parking – Open
 - ◊ Responsible for coordinating with DVT and Hope Lodge on all things related to spectator parking including:
 - ⇒ Coordinating the volunteer schedule (time slots) for day of show parking with Dave Samtman of DVT.
 - ⇒ Help DVT with setup of spectator parking on Friday (if needed)
 - ⇒ Recruit & assign DVJC volunteers to agreed upon time slots.
 - ⇒ Monitor assignments the day of the show to ensure slots are filled.
 - ◊ Attend Hope Lodge monthly planning sessions (ZOOM or in person) when possible
 - ◊ The second largest commitment of volunteers behind judging.
- Concours Score Sheet Tabulation – Open
 - ◊ Responsible for the timely and accurate tabulation of the concours score sheets.
 - ◊ Recruit volunteers (concours chairs to assist)
- Membership – Tony Tinari
 - ◊ Recruit and assign volunteers to staff the membership tent
- Merchandise – Noe Laframboise
 - ◊ Responsible for inventory and point-of-sale activities the day of the show

2023 DVJC Concours - CMOE (Cars & Motorcycles of England) - Ales & Petals at Hope Lodge (continued)

- Assistant Concours Chair(s) – Jay Greene and Greg Morrison
 - ◇ Attend Hope Lodge monthly planning sessions (ZOOM or in person)
 - ◇ Recruit, assign and assist designated leaders of key roles above.
 - ◇ Recruit and assign volunteers to help transport tables from (Thursday evening) and to (Sunday morning) Graeme Park.
 - ◇ Recruit and assign volunteers to help with setup on Friday.
 - ◇ Recruit and assign volunteers (2) to staff the Registration Tent on Saturday
 - ◇ Recruit, assign and monitor score sheet runners.
 - ◇ Assist with trophy setup and presentation.
 - ◇ Recruit and assign volunteers for cleanup on Saturday.

One thing to keep in mind when reading the above is that no one in any of these roles is on their own. Greg & Jay will be working with you every step of the way to make sure you have the necessary information and resources as will oth-

ers. It's worth noting that both Greg and Jay are certified and active judges so all the more reason to help them out. Other volunteers judge and enter cars as well. We simply need folks in these leadership roles to make sure our volunteers have the direction they need at any point in time, particularly on the Friday before the show and Saturday, the day of the show. PLEASE, do not be intimidated by what may seem to be an overly large commitment of your time. As the saying goes, "many hands make light work". If you have questions, call, email or text me, Greg, Jay or any board member. A more detailed list of the specific volunteer roles will be sent out via blast email.

Thank you for supporting your club!

Jay Greene: email jaygreenephoto@mac.com
phone (302.593.0448)

Greg Morrison: email Kathleen.greg@verizon.net phone (302.574.0694)

Jim Sjoreen: email (jsjoreen3860@comcast.net)
phone/text (267.432.2299).



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Or maybe a run up Giant's Despair in your classic MKII, or perhaps pounding the streets of Pittsburgh for a weekend in your XK...

From Amelia Island to Pebble beach to the local show around the corner. 4000 mile rallies to a pleasant day discovering the wonders of Chester County. Pushing to the top of Giant's Despair or watching the stone walls fly by in Schenley Park or entering Big Bend at LimeRock at full tat...

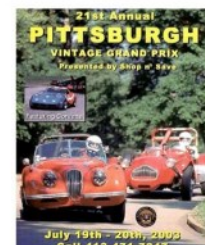
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A JCNA Sanctioned Concours d'Elegance

Hosted by the Delaware Valley Jaguar Club

Pre-registration required for All Divisions & Classes

Field Opens at 8:30 a.m. - Judging begins at 10:00 a.m.

- All JCNA Divisions eligible for judging (Champion, Driven, Preservation, Special)
- Registration fees for judged cars: 1st car \$60, 2nd car \$30, 3rd and each subsequent car \$20
- Registration fee for Display only (not judged) is \$35
- **All registrations must be received by end of day May 27th – Register EARLY!**
- Ample parking on site for trucks and car trailers.
- All judged cars will have a Vehicle Operation Check once parked in the assigned spot.
- The sanctioned Concours will be conducted in accordance with applicable JCNA Concours rules.
- Concours to be held in conjunction with CMoE, an all-British marque judged motorcar and motorcycle concours, and the Hope Lodge Ales & Petals event featuring food, beverages, and live music in the Hope Lodge Gardens. See www.dvtr.org and www.historichopelodge.org for details.
- “Rain or shine.” No rain date. No refunds.

Official Trophies for Champion, Driven, Preservation, Sp. Divisions, Longest Distance

Contact: Jim Sjoreen, Concours Chairman: 267-432-2299

e-mail: mailto:concours@delvaljaguarclub.com

Website: <https://delvaljaguarclub.com/events/dvjc-concours-delegance/>

CMoE Information Hotline: 267-258-7071

DVJC Concours Registration Form, Divisions and Classes on reverse side

Historic Hope Lodge, 553 South Bethlehem Pike, Fort Washington, PA 19034

(www.historichopelodge.org)

Champion Division Classes	Driven Division Classes
C1/PRE: Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51) C2/120: XK 120 (1948-54) C3/140: XK 140 (1955-57) C4/150: XK 150 (1957-61) C5/E1: E-Types, Series 1 (1961-67) C6/E2: E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71) C7/E3: E-Types, Series 3 (1971-75) C8/SL: Early Large and Small Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70), MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340, S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69) C9/XJ: XJ6/12 Series 1 Saloons (1968-73); XJ6/12 Series 2 Saloons and Coupes (1973-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 1 C10/XJ: XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 1 C11/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) Note 1 C12/JS: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport. C13/JS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. C14/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006) C15/XK: XK and XKR Coupe and Conv. (2007-On) C16/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008) Note 2 C17/PN: Preservation Class (more than 35 years old) C18/PN: Preservation Class (20 to 35 years old) C19/FJ: XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On) C20/F: F-TYPE (2013-On) C21/FP: F-PACE (2016 - On), E-PACE (2018-On) C22/I: I-PACE (2018-On) Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes C9/XJ and C10/XJ according to their years, engines, and body styles.	D1/PRE: All Classics (Pre-XK engine) and XK 120, XK 140, XK 150 D2/E1: E-Types (1961-67) D3/E2: E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71) D4/E3: Series 3 E-Types (1971-75) D5/SL: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69) D6/XJ: XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 1 D7/XJ: XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 1 D8/XJS: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport. D9/XJS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. D10/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006) D11/XK: New XK and XKR Coupe and Conv. (2007-On) D12/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004- 2009) Note 1 D13/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008) D14/FJ: XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On) D15/F: F-TYPE (2013-On) D16/FP: F-PACE (2016 - On), E-PACE (2018-On) D17/I: I-PACE (2018-On) Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes D6/XJ and D12/J8 according to their years, engines, and body styles.
Special Division Classes S1/PD: Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars and Production Jaguars privately prepared and modified for competition S2/MOD: Modified S3/REP: Replica (non-production, Jaguar powered) S4/CONT: Continuation Vehicles	

See JCNA Concours rules for: Entry Eligibility, Awards, Division and Classes at: www.jcna.com/concours

-----Cut Here-----

Registration Form for DVJC Concours d'Elegance 2023

*Please submit a separate Registration Form for each car you enter. Detailed instructions will be provided upon receipt of registration.

All registrations received after May 27, 2023 will be entered in Display class.

Name _____ Phone Number _____

Address _____ e-mail _____

City _____ State _____ Zip _____

JCNA Number _____ Club _____ VIN _____

Year _____ Model _____ Class _____ Body Type: _____ Color _____

Division - Please circle one only: Champion Driven Preservation Special Display

Trailer – Please circle all that apply: Yes No Length: < 16 ft. 16-20 ft. > 20 ft.

Make check payable to: DVJC Send to: Jim Sjoreen, 920 Ivycroft Road, Wayne, PA 19087

JCNA Event Participation: It is an Entrant's privilege to participate in any JCNA sanctioned event held by any affiliated JCNA group upon executing proper registration forms and paying published entrance fees. Each affiliate shall be solely responsible for granting privileges to each Entrant on an individual basis. In consideration of the privilege to enter and participate and intending to be legally bound, I, for myself, my heirs and assigns, release, hold harmless, waive, discharge and covenant not to sue Jaguar Clubs of North America, Inc., Jaguar Land Rover North America LLC, and the affiliated JCNA group and its directors, officers and agents presenting this Event, from any and all liability for injuries, damages, losses, or claims, including negligence, arising from my entry, attendance, or participation in this Event. I am signing this agreement freely and voluntarily and intend by my signature to be a complete and unconditional release of all liability to the greatest extent allowed by law.

Signed _____ Date _____
Signature of Jaguar Owner

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**

Auburn Heights Car Show

By: Mike Wolf

All:

I have been contacted by the folks at the Marshall Steam Museum (see below), where Rich and I visited in the fall.

They are asking if any of our members would like to nominate their cars for possible selection to appear in a car show on Sunday, September 24, 2023. There is an application to complete that requires a photo and a short essay. In the past, there have been numerous domestic and foreign cars from the early 1900s to 1969. It looks like a nice affair.

The invitation is attached, with links to forms and samples from prior years.

Deadline for submission is Friday, April 14th.

Mike Wolf

Nominate your car to be part of the Marshall Steam Museum's Auburn Heights Invitational! We are inviting antique auto owners to submit an application to our annual classic car show, which takes place on Sunday, September 24. Submission does not guarantee a spot (there's no fee to apply or be part of the show) but will put your auto in front of our committee for review.

The Invitational has been a tradition and a fundraiser for the Marshall Steam Museum for 11 years, raising funds for our educational programs while presenting an exceptional display of antique autos from the dawn of the automotive age through 1969. The event takes place on the picturesque grounds of the Auburn Heights estate, part of Auburn Valley State Park in Delaware.

Interested in nominating your car? Submit your application here: bit.ly/AHIapply

Learn more about the Invitational here: <https://auburnheights.org/visit/ahi/>

Application deadline: Friday, April 14

Applicant selection notification: By Friday, April 28

Auburn Heights Invitational date: Sunday, September 24, 12:30 – 4:30 pm

Questions? Contact Alli Schell at education@auburnheights.org or 302-239-2385

Allison Schell (she/her)
Director of Public Programs
Marshall Steam Museum & Friends of Auburn Heights
P.O. Box 61, 3000 Creek Rd
Yorklyn DE 19736
Office: 302-239-2385

See Flyer on the next page.



CLASSIC CAR SHOW & GARDEN PARTY

SUNDAY, SEPTEMBER 24

12:30–4:30 PM



We are inviting antique auto owners to submit an application to our annual classic car show. Submission does not guarantee a spot (there's no fee to apply or be part of the show) but will put your auto in front of our committee for review.

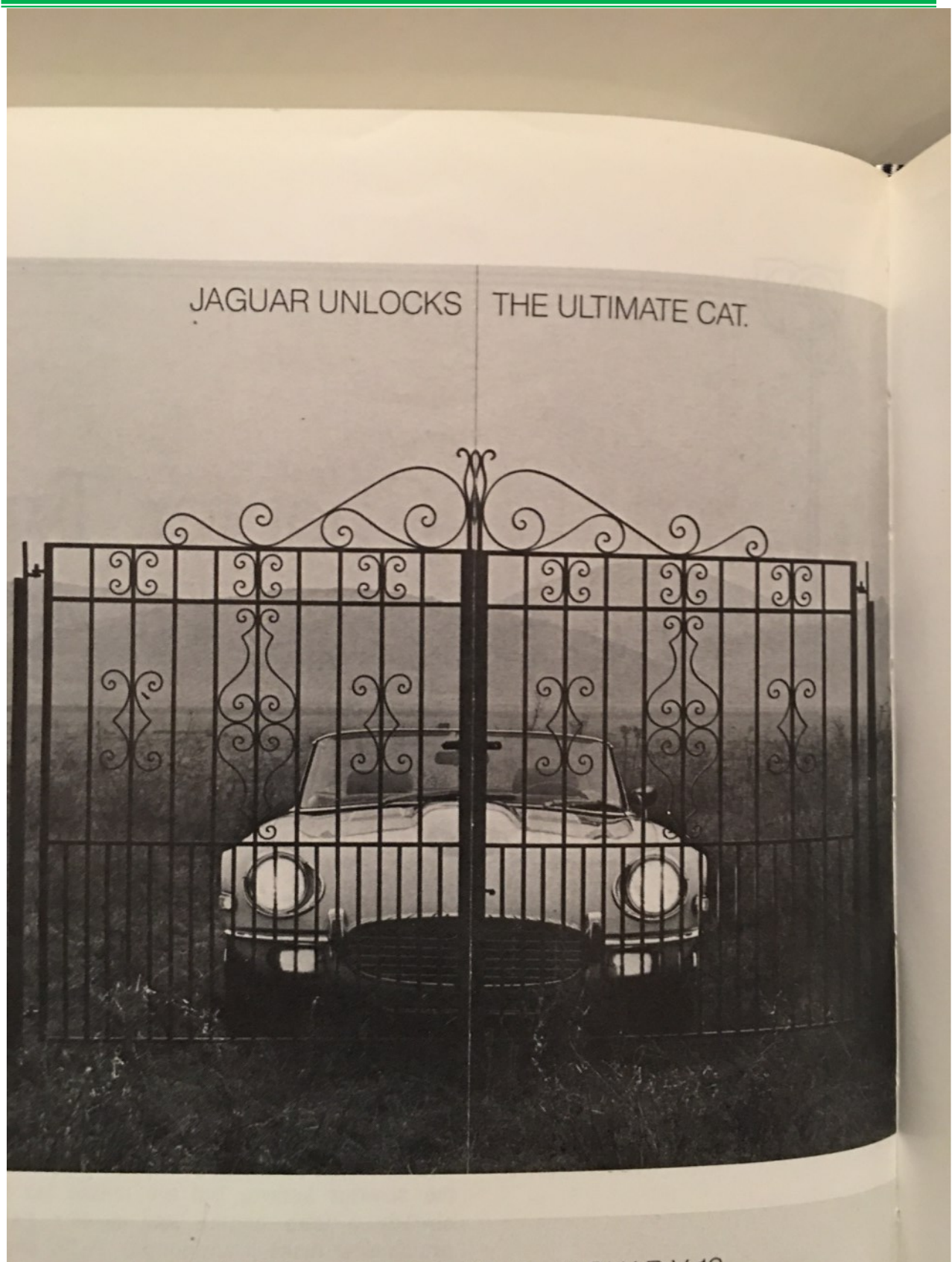
The Invitational has been a tradition and a fundraiser for the Marshall Steam Museum for 11 years, raising funds for our educational programs while presenting an exceptional display of antique autos from the dawn of the automotive age through 1969.

Apply Here!



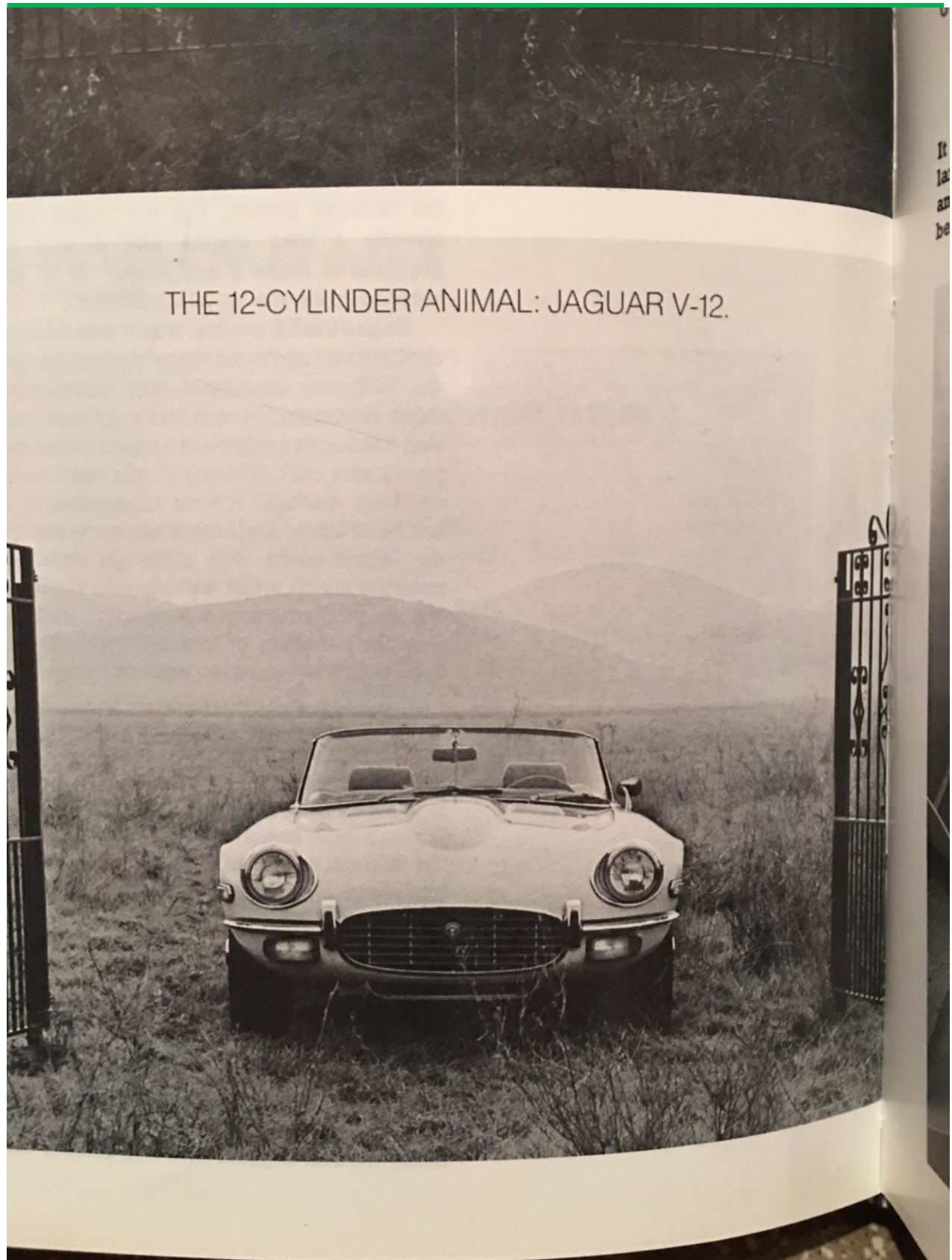
bit.ly/AHlapply

MARSHALL STEAM MUSEUM at AUBURN HEIGHTS
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Nostalgic Ad Page 2

Provided by "E" Alan Karpovitch



Recognizing 1972 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. Each follow-on month covered the next production year. Last month introduced the Series 3, and this month we will talk about what happened at Jaguar in 1972, as well as seven easily recognized changes for that model year.

Sir William Lyons retired completely as Chairman in March 1972 (See October 2022 Purr article where I detailed the early career years of Sir William Lyons). The Jaguar factory suffered a labor strike in July and Aug 1972, bringing production to zero for those months. This was indicative of the turmoil that was going on in the motor industry. Here is a brief history of name changes and mergers in the British auto industry in relation to Jaguar.

In January 1934 Sir William Lyons became Chairman and Managing director. The company name was changed from SS Jaguar to Jaguar Cars Limited after the war to be politically correct. In April 1952 BMC (British Motor Company Limited) was formed with a merger of Austin and Morris. In September 1965 BMC took control of Pressed Steel, who made Jaguar bodies along with other products. In September 1966 BMC absorbed Jaguar, a decision agreed to by Sir William Lyons, hoping to secure Jaguar's future with the impending Japanese car market share threat. Sir William then became Managing Director. In December 1966 BMC changed its name to BMH (British Motor Holdings Limited). In December 1967 Sir William Lyons switched titles from Managing Director to Chairman. In May 1968 BMH merged with LMC (Leyland Motor Corporation Limited) to become BLMC (British Leyland Motor Corporation). In March 1972 Lyons retired as Chairman. In 1975 BLMC collapses, and was partially nationalized into British Leyland.

MODEL YEAR 1972 easily recognized changes:

1) Starting 1 October 1971 (after completing 2,435 LHD Series 3 cars), the emission control information sticker was changed from small to larger for U.S. bound cars. The location for both versions was inside the bonnet on the back of the right front wheel well inner wing. (See reference 7, p343). Starting:
LHD chassis- 1S20103(OTS)//1S72335(2+2).

2) Starting 1 January 1972 (after completing 4,004 Series 3 cars), the raised cast letters "JAGUAR" on the cam cover was replaced with a sticker. This was to facilitate also using the same cam cover on the Daimler V12. (See reference 1, p125; reference 7, p343). Starting:
Engine number 7S3905.
LHD chassis- UC1S20169(OTS)//UC1S72662(2+2);
RHD chassis- 1S1210 (OTS)//1S50968(2+2).

3) Starting 1 January 1972 (after completing 4,004 Series 3 cars), North American cars had an additional prefix "U" (for U.S. specification), followed by a "C"(for model year 1972) in the chassis number. I neglected to mention in last months' 1971 article that all Series 3 cars no longer had the chassis number stamped on the picture frame. Rather it was stamped on the bulkhead, near the heater, in addition to the bulkhead mounted commission plate. (See reference 1, p159). Starting:
LHD chassis- UC1S20169(OTS)//UC1S72662(2+2).

4) Starting 1 January 1972 (after completing 3,673 2+2 Series 3 cars), the feature to flip the rear squab (seatback) forward on the 2+2's was deleted, and the rear seat became fixed. This was done to modify and strengthen the rear seat belt attaching point. This started for the North American market, and later all 2+2 cars. (See reference 7, p294). Starting:
LHD chassis- UC1S72662(2+2);
RHD chassis- 1S51013(2+2).

5) Starting 1 January 1972 (after completing 2,828 LHD Series 3 cars), remote control door mirrors were fitted to the drivers side on North American car doors. (See reference 1, p140, reference 6, p126). Starting:
LHD chassis- UC1S20169(OTS)//UC1S72662(2+2).

6) Starting 1 January 1972 (after completing 4,004 Series 3 cars), lashing points were added to the front chassis cross member, and to the rear lower shock absorber mounts. These were not for towing. By the way, this item really cannot be judged in a concours as the judge is not allowed to look under the car. (See reference 7, p290). Starting:
LHD chassis- UC1S20169(OTS)//UC1S72662(2+2);
RHD chassis- 1S1210 (OTS)//1S50968(2+2).

7) Starting late January 1972 (after completing 4,102 Series 3 cars), fresh air vents with control

Recognizing 1972 E-Type Changes (cont'd.)

levers for passenger and driver side were added. The air feed consisted of a box mounted above each shock absorber with a screen filter and a corrugated tube. (See reference 5, p679). Starting:
LHD chassis- UC1S20173(OTS)//UC1S72682(2+2);
RHD chassis- 1S1236 (OTS)//1S51016(2+2).

Trivia item- The foot board that came with Series 1 and 2 cars was deleted on Series 3 cars. It was provided to be used on the passenger side for shorter passengers for something their feet could lean against. If you don't have one, don't despair, most got lost in the last 60 years.

~~~~~

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 3 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 titled "Jaguar E-Type Restoration Guide",

and "Jaguar E-Type Originality Guide", which document 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 of Monocoque Metalworks.

REF 8 - The three amigos---Robert Stevenson authored the Ser 1 judges guide, and was chief judge for Michigan. Stew Cleave authored the Series 1.5, Series 2 and Series 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!!!

*See next page.*

# Recognizing 1972 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 last two articles on the follow-on Series 3(5.3) model years.

**TABLE 1: SERIES 3(5.3) 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> |
|--------------|------------------|------------------|-----------------|----------------|----------------|-----------------|----------------|
| 1970         | 590(+1)          | 3(+1)            | 0               | 0              | 0              | 523             | 64             |
| 1971         | 3414             | 164              | 209             | 0              | 0              | 2138            | 903            |
| 1972         | 4327(+3)         | 1519(+1)         | 470(+1)         | 0              | 0              | 1688(+1)        | 650            |
| 1973         | 5087             | 2787             | 968             | 0              | 0              | 833             | 499            |
| 1974         | 1869             | 1645             | 224             | 0              | 0              | 0               | 0              |
|              |                  |                  |                 |                |                |                 |                |
| <b>TOTAL</b> | <b>15287(+4)</b> | <b>6118 (+2)</b> | <b>1871(+1)</b> | <b>0</b>       | <b>0</b>       | <b>5182(+1)</b> | <b>2116</b>    |

**KEY**

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

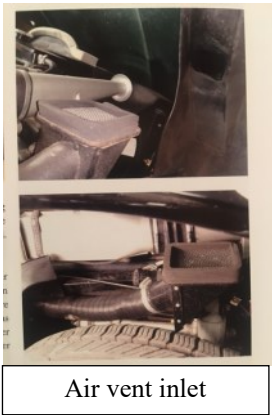
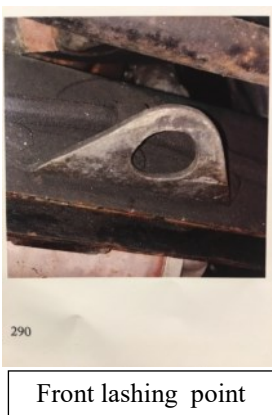
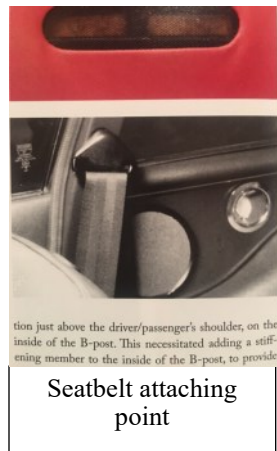
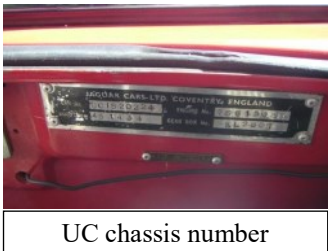
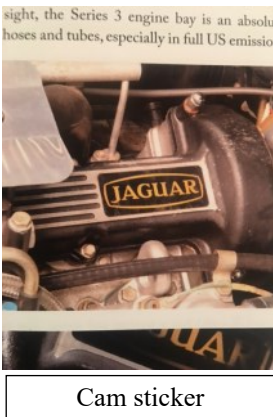
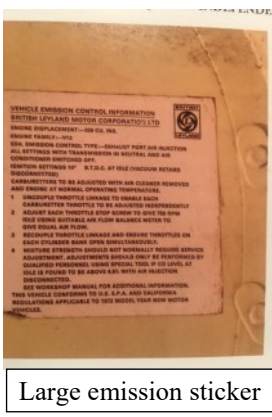
\*\* see 1S20003 was scrapped at factory (maybe crash test?)

**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> |
|-------------|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1970        | 1 <sup>st</sup> Chassis | 1S20001        |                |                |                | 1S70001        | 1S50001        |
|             | Last Chassis            | 1S20004        |                |                |                | 1S70523        | 1S50064        |
| 1971        | 1 <sup>st</sup> Chassis | 1S20005        | 1S1001         |                |                | 1S70524        | 1S50065        |
|             | Last Chassis            | 1S20068        | 1S1209         |                |                | 1S72661        | 1S50967        |
| 1972        | 1 <sup>st</sup> Chassis | 1S20169        | 1S1210         |                |                | 1S72662        | 1S50968        |
|             | Last Chassis            | 1S21688        | 1S1680         |                |                | 1S74350        | 1S51617        |
| 1973        | 1 <sup>st</sup> Chassis | 1S21689        | 1S1681         |                |                | 1S74351        | 1S51618        |
|             | Last Chassis            | 1S24675        | 1S2648         |                |                | 1S75183        | 1S52116        |
| 1974        | 1 <sup>st</sup> Chassis | 1S24676        | 1S2649         |                |                |                |                |
| June 1974)  | Last Chassis            | 1S26120        | 1S2872         |                |                |                |                |



# Recognizing 1972 E-Type Changes Photos





Spring Steam-Up Saturday, May 13<sup>th</sup>

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Rough and Tumble is, as I like to call it, a living museum of “yester-years” historical equipment of farming and industry. You will see Mammoth Steam Traction Engines, Stationary engines used to power factories, a full size saw mill, Hit and Miss engines, Shingles being made, a full size steam railroad you can ride on, a blacksmith demonstration, antique cars and trucks, antique earth moving equipment, a working machine shop from the 1900<sup>s</sup>, even an antique tractor pull and much much more.

There is Pennsylvania Dutch food vendors and plenty to do for all ages and interests. Bring your children and/or your grandchildren.

You are invited to stay together as a group with Rich Rosen or discover this unique place on your own.

*Plan to meet at the entrance gate at 10am.*

Questions, contact Rich Rosen - [rosen244@verizon.net](mailto:rosen244@verizon.net) or call 609-923-7655

Please register early at: [delvaljaguarclub.com](http://delvaljaguarclub.com)

Entrance Fee Adult-\$5, children \$2      <https://roughandtumble.org>



# 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)

---

## 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.

---

## 2005 Jaguar X-Type Sport For Sale - \$ 2,800



This is a somewhat rare cat; the X-Type Sport with the 3.0 engine and a manual transmission. Miles are a bit high (156,000) but maintenance has been kept up and the car runs well and is a ball to drive. Upgrades include LED headlights and newer wheels with four brand-new Continental tires. Interior is in good shape; no damaged wood or worn or torn leather. Needs to have one of the catalytic converters replaced although because the car has been driven less than 5,000 miles a year it has been exempt from emissions inspection. I purchased a spare used transmission “just in case” which is included.



Call Max Sandler: (856) 371-8174 or  
email [maxsandler1@gmail.com](mailto:maxsandler1@gmail.com).

# CLASSIFIED

## 1998 XK8 Convertible



For sale 1998 Jaguar XK8 convertible: 102,000 miles, silver with black top and interior, A title, never in accident, body and interior in good condition, needs transmission and timing belt repair. \$2,400. Do self repairs or use for parts. Photos available.



Contact Jim Ludt, Barto Pa. at [hotshot0821@yahoo.com](mailto:hotshot0821@yahoo.com) or (570)575-7676



## 2003 XK8 Convertible

2003 XK8 convertible with under 50K miles! A great summer driver that never saw the rain (intentionally). Black with beige leather; Navigation; xenon self-levelers, 19" wheels; Alpine stereo with cd changer and cassette.



New top hydraulic pump and lines replaced after the famous "green shower" approx. 6 years ago; newer battery; recently replaced hose for slow system leak (nr. fuel tank). No known mechanical issues. Garage kept and covered, but this beauty has to find a new home now - with "downsizing", so went my garage space!

More pictures available. Serious inquiries only. The car is in the Bethlehem area. Offered at \$16,500. Contact Marc @ 215-816-0127





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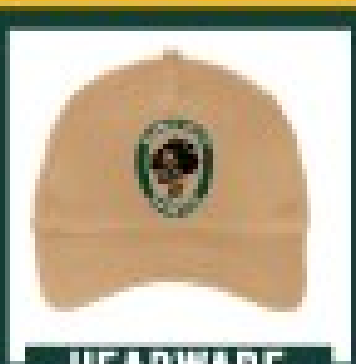


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## DVJC MERCHANDISE FOR SALE

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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# My XJR Story

By: Gary Feldman

On Groundhog Day, Brian sent me an email reminding me that my XJR was the DVJC Calendar Jaguar for March, and he pursued me to write a story about it. I said ok, but writing about the XJR has to be a story more about my other cars and DVJC experience that lead to finding and having my XJR.

Being part of the “Speed Racer” Generation, I always had an eye on a Jaguar. I always thought the Jaguar XKE, now I call it E-type, was an incredible looking car. Going to the New Hope Auto Show, I always found time to admire them. I went to my first IMSA sportscar race at Pocono in 1983, and saw the XJR-5, of Bob Tullius’ Group 44, tear up the road course winning the race.

I became a real sports car fan, wanting to become an engineer to design race cars. My first car was a Triumph Spitfire, which gave me a taste of English car ownership. I became a big Porsche fan, and my dad went through a bunch of Porsche’s. That could be another story.

I went to the 24 hours of Daytona and Le Mans in 1988, seeing the XJR-9’s, of the Tom Walkinshaw Racing Team take First Place in both races. Years went by and my mom would point out a Porsche on the street to me. She would say, is that what you want?? I told her, “No.” She wouldn’t believe me, but I already had the Porsche’s I wanted. It was a Jaguar that I wanted to own.

Well 10 years ago, in May 2013, my mom passed away. She left a small inheritance that I decided to use to get another car. It was years since my dad passed in 1999, and I want to own another collectible auto. I picked 3 that I wanted to try for—a Volvo P1800, a Ford Mustang SVO, or a Jaguar. I began my hunt and saw a few cars online. Some I missed. Some were too high in price or too far. Then Christmas 2013, a 1984 Jaguar XJ-S popped up on Craigslist for \$4,000. I thought I missed it. A friend, Vito, had a white one. He told me he loved it. Then, at the end of January 2014, it showed up on Craigslist again for \$3,000.

It was a 1984, the year I graduated high school. Could I buy the Top-of-the-Line Jaguar for 1984? did. I brought the XJ-S for \$2,800. I had my Classic.

Now what??? Join a Jaguar Club of course.

So I looked online and found the Delaware Valley Jaguar Club. The first event was Drag Racing Night at Atco. I had done Sports Car Club of America Solo II, Autocrosses. So Drag Racing was going to be Autocrossing in a straight line. I needed a current helmet and I looked up the specs. I got a new helmet at a Harley Dealer, and off to Atco I went with my XJ-S and new DVJC membership. Rich Rosen set the event up, so he was the first guy I met. It took forever to race. I was on the line with an XJ6, so there were a total 18 Cylinders on the line. I smoked the XJ6 with my 5.3 V12 XJ-S.

The next event was breakfast at Andy’s Diner. It was the club Election Day, so it seemed everyone showed up. I will never forget that meeting. What a crew. Three guys really stood out. Charlie Olson, Michael Tate, and Kurt Rappold. Plus the food was good.

So I did more events and met more people. Took some photos, but Brian was always there with his photography skills.



I had a great photo from Brian of my XJ-S & me

Well as time went on, the XJ-S transmission developed some trouble. I showed up at events with my Mustang, but began a quest for another Jaguar.

First which Jaguar??

Roger Bono had a neat 1996 Vanden Plas that I checked out and wish I had the funds for it at that time.

The big thing was the OBD2 Computer that was in all 1996 and newer Cars. I started to study the X300’s, and began look for the ones 1996 or older.



## My XJR Story (continued)

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Another car I checked out had the back quarter windows knocked out. That was a “No.” I even went to Baltimore looking at one. The one with the most history was William Eastburn III’s XJ6, now owned by George Carr’s family. Eastburn pulled into his office in Doylestown and a female client blocked him in with her Audi 5000. She then shot him while he sat in his Jaguar. He did live to tell the tale.

I checked out a 1992 Vanden Plas. That had those crazy automatic seat belts.



Then one day there it was one on Craigslist list. A 1996, XJR (Factory Code X-306 ), with a Supercharged 6 and a 5-Speed Stick. Wait, Jaguar made a Supercharged 6??? I had to go see this. I drove to Lebanon, PA in my Mustang to see. It was beautiful. All Black. I was in awe. It took about another 3 weeks to get the funds together. It was a little more than I wanted to pay, but it was a lot more Jaguar. I took ownership September 22, 2020.

With the Supercharger, it puts out 322 Horsepower. The 5 Speed isn’t stock and makes it a rocket. I even found a vintage E-Type Shifter Knob for it. It is the fastest car I ever had. I took a trip down to Atlanta, GA with it. On the way back I hit 106mph on the Richmond, VA bypass late at night. That is the fastest I ever drove it. I read there is a lot more Engine to go, because this Jag-

uar is rated as 153mph top speed. The only major problem I had with the car is the tyres. It has Continentals on the 17 inch Smoked Stock Wheels. They just aren’t strong enough for City Driving. The First Delaware Valley Jaguar Club Event I took it to was a Fort Washington Park Lunch. I loved the reaction everyone had to the car. I took it to a few car shows. I won a prize for the Jaguar at a Bucks County Mustang Club Show, and the Perkasio Foreign Car Show that Ragtops & Roadster Sponsors. I have to thank Dave Hutchison for handing me the trophy that night.

Kevin Fitzgerald had the idea of taking photos of the XJR for the DVJC Calendar. The fall of 2021, I drove to Kevin’s place for a photo shoot. We took some really nice photos, but we lost the spot-on disk of the better camera for the photos I wanted to use. I have an iPhone photo of the shoot that shows what Kevin’s trees look like in the early fall. But not enough photo for the calendar. So, last spring, it was another trip to Kevin’s for more Photos. It was worth the trip and Kevin’s Place is a beautiful background. (See photo below)

The Supercharger belt just went, and I think it will soon be time to rebuild the Supercharger. The Rebuild kit is about \$180. Doesn’t look too hard. I am having problems with the wheels being “old”. They need to be worked on. It is a 27-year-old car, but X300 cars are built very well. They are Jaguars, so there are issues. But what a Great Jaguar I have. I plan to have my XJR a long time and take it to many DVJC Events.

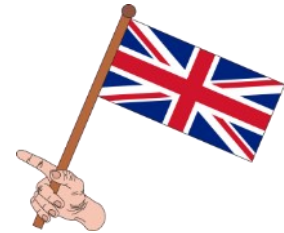


**Note: Gary’s XJR is the DVJC 2023 Calendar Car for March.**





## 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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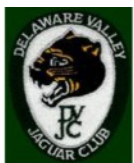
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# Delaware Valley Jaguar Club

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

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

|                                                 |                       |                         |                 |
|-------------------------------------------------|-----------------------|-------------------------|-----------------|
| Member Name:                                    |                       |                         |                 |
|                                                 | <i>Last</i>           | <i>First</i>            | <i>M.I.</i>     |
| JCNA Number:<br>Renewing or<br>previous members |                       |                         |                 |
| Address:                                        |                       |                         |                 |
|                                                 |                       |                         |                 |
|                                                 | <i>Street Address</i> | <i>Apartment/Unit #</i> |                 |
|                                                 |                       |                         |                 |
|                                                 | <i>City</i>           | <i>State</i>            | <i>ZIP Code</i> |
| Phone 1:                                        |                       | Phone 2:                |                 |
| Email:                                          |                       |                         |                 |
| Occupation<br>(optional):                       |                       | Retired?                |                 |
| Co-Member<br>Name:                              |                       |                         |                 |
|                                                 | <i>Last</i>           | <i>First</i>            | <i>M.I.</i>     |

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

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

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

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

**Annual Dues:**

Full Members receiving electronic copies of Purr newsletter \$75.00

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

Youth Enthusiast \$35.00

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| Jaguars Owned |       |           |       |      |
|---------------|-------|-----------|-------|------|
| Year          | Model | Body Type | Color | Memo |
|               |       |           |       |      |
|               |       |           |       |      |
|               |       |           |       |      |
|               |       |           |       |      |
|               |       |           |       |      |
|               |       |           |       |      |
|               |       |           |       |      |
|               |       |           |       |      |

**Emergency Contact Information**

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

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

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

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

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

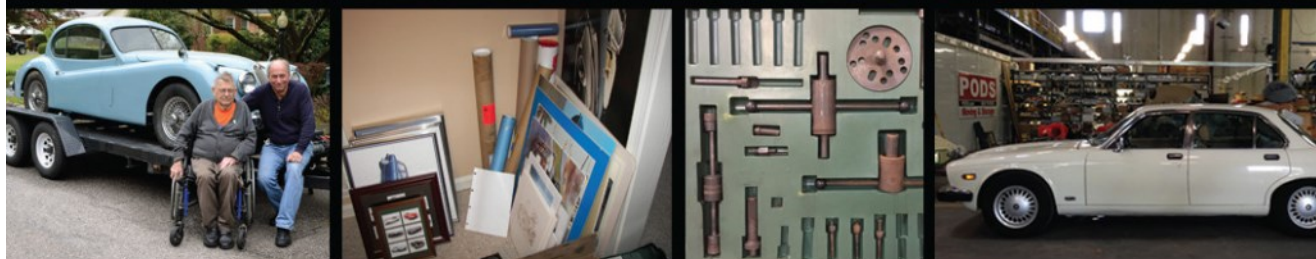


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