

---

# The Jaguar's Purr©

Is an official publication of

THE DELAWARE VALLEY JAGUAR CLUB

A chartered, non-profit corporation

Founded in 1965 and incorporated in 1968.

©copyright 2023 All rights reserved. Reproduction without permission is prohibited.



*April 2023*

---

## DVJC Goes To Delaware



The officers and directors constantly look for opportunities to have events where more DVJC members can participate. On Saturday, March 4th, Jay Greene arranged for a tour of Goober's Automotive Museum, a visit to Union Park Jaguar, and lunch at Goober's Diner in Wilmington, Delaware. Thanks to Union Park Jaguar for sponsoring this event. See Bill Beible's *Your Monthly Bill* on page 6 for more information. Photos from the event are available on the web site [www.delvaljaguarclub.com](http://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 Sjoreen or use the membership form [by clicking here](#) or referring to pages 51 & 52 to update information. See page 7 for more information.

## Newsletter Contents

DVJC Goes To Delaware .....	Cover
Membership Renewal .....	2
Advertising Rates.....	3
List of Officers.....	3
Upcoming DVJC Events .....	4
DVJC Judge Training .....	5
Your Monthly Bill .....	6
Member Anniversaries.....	7
JCNA 2022 Competition Awards.....	8
JCNA 2022 Newsletter Awards .....	9
Membership Musings.....	10
DVJC Spring Fling 2023 Flyer .....	11
DVJC 2023 Golf Open "Herding Cats" .....	12
Speaking of Things Jaguar .....	13
Concours Judge Training .....	18
My Four-Wheeled Obsessions .....	19
DVJC Concours d'Elegance Flyer .....	20
Jaguar Pocono Prowl .....	22
Nostalgic Ad .....	23
Recognizing 1973 E-Type Changes.....	24
Welcome New Members.....	25
Classifieds.....	28
DVJC Online Store.....	32
DVJC Merchandise For Sale .....	33
DVJC Visits the 28th Annual "The Amnelia" .....	35
The DVJC Library Is Now Open.....	39
Some Doozies from Merluzzi.....	41
DVJC Wants You! .....	48
DVJC Membership Forms.....	51
Coventry Foundation .....	53

[www.BritishWiring.com](http://www.BritishWiring.com)

## British Wiring



Suppliers of Wiring Harnesses, Wire, Terminals & Sundries  
for British Classic Cars and Motorcycles

Toll Free: 866-461-9050

Fax: 610-845-3518

email: [sales@britishwiring.com](mailto:sales@britishwiring.com)

P.O. Box 185 • 617 Walnut St., Bally, PA 19503



## TRIUMPH RESCUE

Parts • Service • Restoration

610-845-8217

Fax: 610-845-3518

617 Walnut Street

P.O. Box 185

Bally, PA 19503

email: [triumphs@triumphrescue.com](mailto:triumphs@triumphrescue.com)

- ❖ MG's
- ❖ Jaguar
- ❖ Austin-Healey
- ❖ Land Rover
- ❖ Triumph
- ❖ Aston Martin



# Thank you to our advertisers.

Triumph Rescue.....	2
British Wiring.....	2
Cloverleaf Auto Service.....	17
Union Park Jaguar.....	30
Muncie Imports & Classics.....	31
Jaguar Top Repair.....	34
SNG Barratt.....	40
JC Taylor.....	40
K&T Vintage Sports Cars.....	49
Lindley Motors.....	49
Moss Motors .....	49
Jaguar Willow Grove.....	50
Coventry Foundation.....	53
Welsh Enterprises.....	54
Jaguar West Chester.....	54

## ADVERTISING RATES

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

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

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

Business Card \$55 / year

## CLASSIFIED RATES

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

Non-members \$15.00 per insert

## MEMBERSHIP RATES

Single/Family  
\$75.00 per year

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

Youth Enthusiast  
\$35.00 per year

## DVJC OFFICERS INFORMATION

President	Bill Beible	610-223-1051	President@delvaljaguarclub.com
Vice President	Paul Trout	610-286-5701	VicePresident@delvaljaguarclub.com
Treasurer	James Sjoreen	610 989-3860	Treasurer@delvaljaguarclub.com
Secretary	Gregory Morrison	302-234-2712	Secretary@delvaljaguarclub.com
Directors	Tom Shaner	215-628-0734	Directors@delvaljaguarclub.com
	Mike Wolf	610-964-1104	Directors@delvaljaguarclub.com
	Rich Rosen	609-923-7655	Directors@delvaljaguarclub.com
	Bill Thompson	302 947-4134	Directors@delvaljaguarclub.com
Director of Membership	Tony Tinari	215-850-1500	Membership@delvaljaguarclub.com
Web Master	Brian Craig	215-483-5861	bhc166@aol.com
Speaking of Things Jaguar	Paul Trout	610-286-5701	pgtgt@aol.com
Editor	Brian Craig	215-483-5861	bhc166@aol.com
Advertising	Paul Trout	610-286-5701	pgtgt@aol.com
Awards	Noe LaFramboise	609-771-1230	jagnoe@att.net
Concours Chair	James Sjoreen	610 989-3860	Concours@delvaljaguarclub.com
Chief Judge	Alan Brown	609-658-9467	ChiefJudge@delvaljaguarclub.com
Photographer	Brian Craig	215-483-5861	bhc166@aol.com
Club Merchandise	Noe LaFramboise	609-771-1230	jagnoe@att.net



# Upcoming DVJC Events

**April 16, 2023**  
**11:30 a.m.—1:00p.m.**  
**RSVP Required**

**Breakfast Social at Spring House Tavern**  
**1032 N. Bethlehem Pike, Ambler, PA**  
Contact: [Click Here](#) for more information and to register

**May 4, 2023**  
**9:00 a.m.—1:30 p.m.**  
**RSVP Required by April 24**

**3rd Annual DVJC Golf Outing (see page 12)**  
**Five Ponds Golf Club**  
**1225 Street Road, Warminster, PA**  
Contact: [Click Here](#) for more information .

**May 13 2023**  
**10:30 a.m.—1:00 p.m.**

**Rough & Tumble Historical Museum**  
**Lancaster, PA**  
Contact: [Click Here](#) for more information

**May 20, 2023**  
**11:30 a.m.**  
**Register Now**

**Spring Fling & Pig Roast (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](http://www.northeastrallyclub.com)

**June 3, 2023**  
**Registration Open**

**DVJC Concours d'Elegance (see page 20)**  
**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**

**July 23, 2023**  
**Save the Date**

**Jaguar Gathering of Friends**  
**Nahodil Home, Poconos**  
Contact: More information to follow.

**October 10—13, 2023**  
**Save the Date**

**Jaguar Pocono Prowl (see page 22)**  
**Penn Stroud Hotel**  
**700 Main Street, Stroudsburg, PA 18360**  
Contact: More information forthcoming

# DVJC Judge Training

**April 2, 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](mailto:ChiefJudge@delvaljaguarclub.com)

*See Page 18 for more information.*



## Your Monthly Bill *April 2023*

Nancy and I will be leaving Florida soon and look forward to seeing our relatives, DVJC friends and neighbors when we return home. We are going to miss our friends here:



Alan Karpovich and I represented DVJC at the [well-attended AGM](#) hosted by the [Jaguar Associate Club](#) (JAG) from the San Francisco Bay area. We had the opportunity to exchange ideas with enthusiastic members of many other clubs from the U.S. and Canada.



Notwithstanding the excellent planning done by JAG members, they couldn't reschedule the arrival of the atmospheric river that continues to bring incredible rainfall to the area. With the fortunate exception of a few hours Saturday afternoon, it rained nearly the entire time – sometimes gently and at other times sideways in torrents. During the short dry period on Saturday, they squeezed in a nice car show right next to San Francisco Bay. Several topics were addressed during the business meeting. Those included discussion and approval of 2024 Concours rulebook changes and JCNA membership trends. Total membership at year-end 2022 (4924) was 3% lower than one year earlier. Our club was among the one third of JCNA local clubs that increased membership during the year. I completed my service as vice president of JCNA at the meeting. J.J. Keig, South Central Regional Director, was elected to succeed me in that role. Congratulations to the many DVJC members were recognized for competition and newsletter awards. Those are listed on pages XX and YY. I was also honored to receive a Mike Cook President's Award from JCNA President John Boswell.

Recently, a member of the Jaguar Touring Club, distributed this article to several members of her club, [How Jaguar Fell Behind in the Race to an All-Electric Future](#), and shared a copy with me. I think you'll enjoy this author's perspective. Hopefully, Coventry finds a way to turn the Jaguar ship around and get back on course to making great cars with their own unique personalities.

“Thank you” to Jay Greene for organizing the March breakfast in Delaware at Goober's Diner and Garage which included a visit to the recently renovated [Union Park Jaguar](#) dealership.



# Your Monthly Bill

April 2023(continued)

There was a great turnout by thirty-seven of our members for the casual tour of the forty-car private collection displayed in the garage. Nearly all cars are American and presented in their unrestored, as-purchased conditions. It is apparent that the owner is suffering from “car-owner-virus” because the owner’s total collection numbers about one hundred fifty vehicles. After the tour, the group walked across the street to tour the dealership facility and spent time with the staff viewing and discussing the new vehicles in the showroom. Following the showroom visit, Union Park Jaguar provided lunch for everyone at Goober’s Diner. Their support is sincerely appreciated.

Two weeks later, thirty-three members and guests gathered for another delicious lunch at Spring House Tavern. Although cold, the roads were dry and seventeen Jaguars graced the parking lot. By the time you receive this edition of The Purr, the trip to the Antique Auto Club of America facilities in Hershey will be “in the history books” with photos posted on our website. Preparations for our 2023 Concours d’Elegance continue apace. If you are contemplating becoming a Concours judge or if you need recertification, plan on participating in the [judging workshop](#) at Tony Tinari’s home on April 15 and the [testing and training session](#) at Alan Brown’s on April 22. Use the links to RSVP. Plan now to meet with your DVJC friends for [lunch at the Spring House Tavern on Sunday April 16.](#) Whether you are new to the club or a longer-term member who hasn’t participated in club events, I encourage you to do so and have the chance to meet other club members.

The second quarter meeting of your club’s executive committee will be held on Tuesday April 11 at The Green Turtle, just north of Wilmington on Rt. 202. All members are invited to participate. If you plan on coming, please [RSVP using this link](#).

Be sure to check the Upcoming DVJC Events page and mark your calendars now for the variety of events planned for our club over the next several months. Golfers and duffers don’t miss the deadline for registering for the 3<sup>rd</sup> Annual DVJC Open Golf Tournament scheduled for Thursday May 4. No one who has played in past years approaches professional status!!! “Best ball” or a similar format is played so all skill level players can enjoy themselves. Registration closes May 1. Why not [sign up now](#)?

Until next winter, we’ll miss our three-legged neighbor who lives in the lake behind us.



‘See you soon.

*Bill*

## Member Anniversaries

Member		Co-Member		Join Date	Years
Robert	DeLucia	Joyce	DeLucia	06-Apr-08	15
Michael	Detzky	Andorae	Detzky	19-Apr-10	13
Richard D	Samar	Sally	Harris	07-Apr-10	13
Terry	Robinson	Angie	Robinson	03-Apr-13	11
Anthony	Glascoc	Judith	Glascoc	22-Apr-18	5
Terence	Connor			09-Apr-18	5
John	Baxter	Lydia	Ferrell	04-Apr-21	2
Robert	Craven	Linda	Craven	05-Apr-21	2
Jim	Folk	Nadine	Folk	10-Apr-22	1

# Jaguar Clubs of North America

## 2022 Competition Awards

*Congratulations to these DVJC winners!*

### Concours

**North American Concours d'Elegance winners** are determined by averaging the three highest scores attained through competition in a minimum of three separate shows during the year.

**Dennis Spaulding** earned first place in class C20/F with his 2014 F-Type S Convertible.

**Regional Concours d'Elegance winners** earn their awards by having the highest average scores earned in two shows within their respective JCNA region.

**Jack Dever** received his first place Northeast Region award in class D12/J8 for his 2005 XJ8 saloon.

### Slalom

**Slalom awards** are earned by posting the best time of all Jaguar Clubs of North America members competing in each class.

	Place	Car	Slalom Class
Mike Eck	1st	1955 XK140 OTS	B - XK 120/140/150
Chuck Epstein	1st	1971 E-Type Coupe	D- 6 Cylinder E-Type
Ed Petrow	1st	1973 E-Type OTS	E – 12 Cylinder E-Type
Steve Schultheis	1st	1976 XJ6 Saloon	F- XJ Sedans
Rich Rosen	2nd	2017 XE Saloon	N- AWD Cars

### Rally

**Brian and Pauline Craig** continued their string of excellent rally performances and, once again, brought home first place for 2022 with Brian driving and Pauline navigating.





## Jaguar Clubs of North America 2022 Newsletter Awards

Sharing activities, experiences, technical knowledge and stories of Jaguar heritage through club newsletters and the Jaguar Journal is an important element of healthy local clubs and the larger universe of JCNA affiliate clubs. Each year, the JCNA Awards Committee recognizes the best articles in local club newsletters across a variety of categories. Those categories include: Photo, Event, Technical, Travel, Heritage and Jaguar Life. Over the years, members of our club have won awards in every category including multiple instances in most of them.

At this year's AGM, **Paul Trout** was recognized with a first place newsletter award in the Heritage category for his article "Celebrating 100 Years of Jaguar: Grillin' in the 60s" which was published in the [September 2022 Purr](#). This marks the fourth time Paul has been recognized for his excellent writing in this category of articles. Two of those awards are first place and two are second place.

**Alex Cole** earned the second place award in this same category for his entertaining and enjoyable article entitled "My 60 Year Dream – Come - True Car" about his 1938 SS Jaguar Drop Head Coupe. You can find the article in the [March 2022 edition of the Purr](#).

Congratulations to Paul and Alex!



# Membership Musings

April 2023

By: Tony Tinari

We've reached the end of the first calendar quarter of 2023. Accordingly, I thought I'd treat this month's *Musings* like a quarterly report to you, our members/shareholders. While this gives me unpleasant flashbacks to my tours of duty managing the legal departments of pharmaceutical companies, nevertheless I suspect there may be more good news here than any of us are getting in our quarterly financial reports- however I digress.

From my perspective, the most important metric is always our member census. On that, we're doing very well quantitatively! As of press time, the count is 162 regular members, with 120 co-members, and an additional 4 associate members, 3 honorary members, and 1 youth enthusiast. We have managed to substantially regain our greatest member cohort of recent years, with the number of non-renewing members (who will be missed, of course) now exceeded by new or returning members. Also, two more qualitative observations: 1. We have the pleasure of welcoming back some previous members, and 2. The source of some of our new members is directly attributable to our website presence. On that last point, while we know there is always room for continuous improvement of the DVJC web presentation, it's gratifying to have confirmation that it is another source of new membership.

As or more important as the membership count, is the quantity and quality of DVJC events which have occurred in the first quarter.



A well provisioned XK 150 in the Italian Alps.

Now, unlike the team in the photo, to my knowledge none of us participated in the Coppa delle Alpi 2023 last month (a re-enactment of the historic race which traveled 2300 kilometers along the Alpine arc back in 1921). A pity, but nevertheless we did have an active and well attended event schedule here at home including the resumption of our Annual Holiday Party at the William Penn Inn, the "Jags at LeMans" program at the Simeone Foundation Museum, an Eastwood Company technical session/Sly Fox Brewery lunch, the Goobers Garage/Union Park Jaguar tour and lunch, the start of our judges' training sessions, and one of the best attended Spring House Tavern lunches I can remember. (Hmmm . . . seems like we do a lot of lunching here at DVJC. Boy I love this club.) And, by the time this issue of the *Purr* hits the digital street, we shall have enjoyed our event at the museums of the Antique Automobile Club of America. In summary, if our events schedule is the engine of our membership growth, then for the first quarter of 2023 we are running on all cylinders.

Another interesting metric is our Instagram following. As of this writing, we have attracted 293 followers, and have launched 104 posts into cyberspace since our account was established. For those of you not yet following DVJC, here are two offers which you hopefully cannot refuse: 1. If our 300<sup>th</sup> follower is indeed a DVJC member, they will receive some valuable (but as yet unidentified) Jaguar swag, just in time for show season. (Yes I know I've made this offer before, at 200 and 250, to no avail-but hope springs eternal.) 2. I shall gladly assist any member interested in following DVJC on Instagram to download the app and establish their own account. Just pull me aside at any event, where you have your smartphone and there is wi-fi, and we'll have at it. (If my kids could hear me offering to assist anyone with anything digital, they'd have a good laugh, so please just keep this between us.)

So that's it for the report on the last quarter. Thank you all for your continuing support of DVJC and your continuing enthusiasm for our events. We have much to look forward to in this next quarter, including our signature event, the Concours d'Elegance at Hope Lodge on June 3, 2023, about which you can read much more in this issue.

# Membership Musings

April 2023 (cont'd.)



April showers, and other road hazards.

In the meanwhile, like the chap pictured above, enjoy some spring jaunts but be certain to watch out for pedestrians of all species.

Happy April Motoring,

*Tony*



## You're invited!

### DVJC Spring Fling 2023

**Saturday May 20<sup>th</sup> 11:30 – 3:30**  
**Ringier Hill Fire Company**  
**Pottstown, PA**

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

**BYOB Cocktail Hour**  
**Casual Car Show**



**Pig Roast BBQ**  
**Silent Auction**

**Jaguar XK120 Birthday Cake!**

**\$25**



**per Person**

**Bring Your Jaguar to Celebrate**  
**You Must Register to Attend By May 15<sup>th</sup> at the**  
**DVJC website [delvaljaguarclub.com](http://delvaljaguarclub.com)**





**DVJC 2023 GOLF OPEN**

**"HERDING CATS"**

**TO PARTICIPATE INCLUDING**

**SPOUSES / CO MEMBERS**

**GUESTS & RINGERS**

**To play the game of...**

**Hit It, Find It, and Hit It, Again**

**All Levels of Golfers Welcome & Encouraged to Join the Fun**

**High & Low Handicappers, Beginners & Weekend Duffers**

**Best Ball Format – Team Play - Stress Free – No Pressure**

**DATE: Thursday MAY 4, 2023**

**LOCATION: 5 PONDS GOLF CLUB WARMISTER, PA.**

**ARRIVAL TIME: 9:15 AM** Welcome Coffee & Warm-up

**GROUP PICTURE TIME: 9:50 AM**

**STARTING TEE TIME: 10:00 AM**

**GREEN FEES WITH CART: \$64 with cart /\$53 for Seniors**

**19 HOLE: Food, Drink & Prizes on premises at Backyard Bar & Grille**

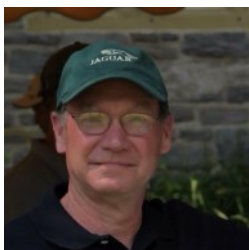
<https://delvaljaguarclub.com>

**REGISTRATION: ASAP ON DVJC WEBSITE/NLT Monday April 24<sup>th</sup>!**

**OR CALL Mick Van Vlijmen @ 609-933-1560**

**Or Chuck Kitson @610-291-9858**





## Speaking of Things Jaguar - April 2023

By Paul Trout

### Jaguar Once Made Sports Cars

This year the Jaguar sports car turns seventy-five; this is my seventy-fifth year as well. All indications from my last physical are that I may have a few more years left in me. Unfortunately the same can't be said about the Jaguar sports car. The F-Type, latest of the magnificent Jaguar sports car heritage, may well be the last Jaguar sports car. The F-Type will cease production at the end of this model year. It makes me sad. Jaguar sports cars have always evoked emotion, but rarely, if ever, sadness. This is an extinction that didn't have to be. The present state of Jaguar is a continuum of past decisions; some not so good.



When the Jaguar XK120 was launched in October of 1948 to showcase the new XK engine, it generated instant excitement and stirred a passion in the hearts of motor enthusiasts that still fuels them today. The XK120 was beautiful, sleek and fast. It had just enough of a luxury touch to attract the rich and famous and enough of a competitive edge to attract the racing crowd. Founder and helmsman at the time, William Lyons, had not entirely expected the overwhelming response to his stunning two-seater, but he reacted to it quickly. He took customer orders and built sports cars alongside his saloons. He quickly realized two things. Many customers drawn into the showroom by the sports car will ultimately leave with the keys to a more profitable saloon, and sports car racing is cheap exposure. NASCAR didn't invent "Race on Sunday; Sell on Monday." Winning Le Mans five times with variants of the XK120 probably sold as many Jaguar cars as the advertising budget of that seven year span.

Since 1948 the Jaguar has had sports cars to support its flagship saloons, in the showrooms and on the road.

The sports car brought the excitement and passion to the luxury saloons, striking pride in the Jaguar Marque. Considered the most beautiful car in the world, the drop dead gorgeous and powerful E-Type certainly inspired more than a few sales of the MK II, MK IX, MK X, and XJ6s during its production run. Much like the XK120 thirteen years earlier, the E-Type became the iconic image of Jaguar.



It is hard to imagine that after a little more than a decade the E-Type might have gotten a bit tired and long in the tooth, but the world had evolved and the "true" sports car had fallen upon regulatory disdain. Jaguar did not end their sports car heritage in the face of such adversity. Instead they realized that while the saloons were their bread and butter, the sports cars got people to the table. The Jaguar sports car became a GT or Grand Touring car. What's a Grand Touring car? It's a sports car with a roof and a couple of tiny useless back seats. While not well received initially, the XJ-S turned out to be quite a worthy successor to its iconic predecessor.



It was exotic with its mighty V-12 engine. It had smooth styling that, while seeming a bit avant-garde at introduction, was still relevant at the end of its twenty-two year run as Jaguar's sports car. Introduced in 1996

---

## Speaking of Things Jaguar - April 2023 (continued)

---

the XK8 was the next Jaguar sports car of the GT era. In a vast departure from its direct predecessor, the XK8 was styled like an updated E-Type sports car. Like the XK120, the XK8 showcased a new Jaguar engine; the DOHC AJ V-8. A supercharged version, the XKR, soon followed. Once again Jaguar had a truly high performance sports car that turned heads on the highway and pulled customers into the showrooms.



When the XKR was introduced in 1998, the Jaguar sports car had reached the fifty year milestone. During those fifty years each variation of the Jaguar sports car was updated and refined to ensure a long production run. A long production run, while enabling more return on the development cost, allowed plenty of development time for the replacement. The E-Type was developed during the last years of the XK150; the XJS was developed during the waning years of the E-Type. The XK8 development was well underway when Ford took over in 1990. Continuous evolution of the Jaguar sports car is in Jaguar's DNA. Two thirds through the model run of the XK8, the design of the next sports car was already complete. Again the world had changed a bit. Jaguar was now competing in what was known as the "Large Premium Sports Car" sector of the market. These were cars that provided the escapism of exhilarating performance with the status and comfort of luxury; a grand touring car with pure sporting credentials. The all-alloy XK was launched as production ceased on the XK8. Introduced in 2005 as a 2006 model. The continuity of the Jaguar sports car was sustained under Ford ownership.



While the target market for the XK was the "Large Premium Sports Car" buyer, the popularity of the lighter, more "true" sports car was seeing a rapid resurgence as evidenced in the popularity of the Porsche Boxster, BMW Z4 and, in the all important North American market, the Chevrolet Corvette. A Geoff Lawson (completed by Ian Callum) designed concept car aimed directly at this segment was shown at the 2000 Detroit Auto Show. Powered by a V-6 with retro styling cues, the lightweight two-seater was quite well received. Unfortunately Ford budget cuts killed the project.



Another concept car surfaced again in 2011 at the Frankfurt auto show; the C-X16.



The C-X16 was a two seat coupe with a side hinged rear hatch similar to the iconic E-Type coupe and some styling cues from an earlier plug-in hybrid concept car coded C-X75.

---

## Speaking of Things Jaguar - April 2023 (continued)

---



According to Jaguar the C-X16 was their smallest car since the XK120. It looked quite a bit like the true sports car that Jaguar introduced as a convertible at the 2012 Paris Auto Show; The F-Type.



With the introduction of the F-Type, Jaguar had come full circle from the truest of sports cars, the XK120; through the GT era and back to, for all intents and purposes in the twenty-first century, a true sports car. This is a Jaguar sports car that matches the competition in performance and styling. It goes fast, handles exceedingly well and sounds awesome in any of the power train options. Over its ten year production run it has been offered in both eight-speed paddle shift automatic or six-speed manual gearboxes with I-4, V-6 or V-8 engine choices ranging from 300 to 575 horsepower. With the tendency of sports cars, and cars in general, to grow over time, the size of the F-Type is remarkably similar to the original Jaguar sports car, the XK120. It is only three inches longer with an extra inch of wheelbase. The F-Type is however a bit more portly at fourteen inches wider and an inch shorter in height. Worthy successor to the long line of Jaguar sports cars before it? Aptly engineered and styled to be the last of a proud breed? I think yes on both counts. While acknowledging only that production of the F-Type will cease and not that this represents the end of a long and rich heritage of Jaguar sports cars, Jaguar bids farewell with a celebratory limited edition model; the F-Type 75.



The F-Type 75 will be available as only a V-8 model in either 444 HP (75 P450) or 575 HP (R75 P575) variants. It will have unique badges and interior touches as well as an updated suspension design. All wheel drive will be standard on the R75 P575 and optional on the 75 P450. Continuing the trend of the F-Type being a bargain compared to the competition, the 75 P450 coupe will only set you back \$91,175 and the R75 P575 \$114,275; add an additional \$2000 for the convertible versions. An XK120 and an F-Type 75 would make perfect bookends in any Jaguar collection.



MG and Triumph owners have long lived with the fact that there will be no more of their sports cars. I'm not ready for that quite yet with the Jaguar sports car. One may suggest that this isn't really the end and maybe there will be an all electric Jaguar sports car. It won't be



---

## Speaking of Things Jaguar - April 2023 (continued)

---

a continuation of the rich Jaguar sports car; it will be the start of a new era. Either way, this is the end of the ICE (the new trendy acronym for Internal Combustion Engine) Jaguar sports car. It is a great disappointment. I don't think it had to be this way.

Let's go back to Ford's divestiture of their Premier Auto Group. The Premier Auto Group was formed in 1999 to include Lincoln, Mercury, Aston Martin, Jaguar, Land Rover and Volvo. Finally recognizing the lack of synergy among the European brands, Ford began to dismantle the Premier Auto Group in 2006. In 2007 they sold 92% of Aston Martin to a group of investors headed by David Richards. In 2008 they sold both Jaguar and Land Rover to the Indian car maker Tata and in 2010 they sold Volvo to the Chinese auto maker Geely. Volvo is doing well with a full line of cars, SUVs, wagons and crossovers. While their cars are primarily ICE powered, they have added hybrids and full electric power models to each category of their lineup. Since 2007 Aston Martin has changed hands and been through numerous partnerships and today is publicly owned with Canadian billionaire Lawrence Stroll and the Yew Tree consortium owning the largest stake at 28%. Aston Martin's lineup includes sports cars, GT cars, an SUV and a hybrid supercar. Both companies, when released from the stewardship of Ford operated independently and focused on extending their heritages; Volvo with well built cars and trucks with a focus on safety and Aston Martin with exotic sports and grand touring cars. Both have eased into the electrification.

Other than both being originally British companies and having once been under the British Leyland umbrella, Jaguar and Land Rover have never had anything in common. The logic of combining them, other than possibly "if you take one you must take the other", has eluded me from the start. The "One Company, Two Brands" seems to have always been "advantage Land Rover." The British Motor Holdings and British Leyland days were clear indications that Jaguar only thrives when it is independent. Yes, it is hard to be independent in today's automotive world, but Volvo and Aston Martin seem to have figured it out.

In order to be successful, the Jaguar Land Rover (JLR) "One Company, Two Brands" would have required exceptional leadership and vision. When you have two companies who are as British as Big Ben and Stonehenge, why would you appoint a German CEO followed by, even worse, a Frenchman. I absolutely have no prejudice against the French or the Germans, but two car companies with deep, rich British heritage should have British leadership.

In February of 2021 JLR CEO Thierry Bolloré announced JLR's new global strategy "Reimagine", *"A sustainability-rich reimagination of modern luxury, unique customer experiences, and positive societal im-*

*pact."* A target was set to be a net zero carbon business by 2039. Certainly an honorable and planet friendly objective. Unfortunately for Jaguar, the more aggressive burden of achieving this goal fell to them, not the other brand in the one company structure. The plan was for Land Rover to produce one electric model in 2024 and six in total over the next five years. This indicates that ICE powered Land Rovers will continue to be produced as well through that period. While it might be implied, there is no statement indicating a phasing out of ICE Land Rovers except the 2039 net zero carbon target of 2039. The plan for Jaguar? The *"Reimagination of Jaguar as an all-electric brand from 2025 to realize its unique potential."* The demise of ICE sports cars aside for the moment, given Jaguar already had the all-electric I-Pace and had the new "Tesla killer" all-electric XJ developed to the point of testing cars on the road, that target seemed almost doable. However, shortly after the announcement that Jaguar would be all electric from 2025, Bolloré announced that the all-electric XJ was cancelled. This came after years of development and a half a billion of investment with the car 90% ready for introduction and production. The decision was based upon platform and production capacity conflict with Land Rover. Advantage Land Rover.



In November of last year Thierry Bolloré announced he would be stepping down as JLR CEO effective December 31, 2022, less than two years after he took the job. The head of finance, Adrian Mardell, a 32 year Land Rover veteran, was named interim CEO. Just a couple of weeks ago JLR announced it was cancelling its contracts with many of its dealerships in the UK, reducing the number from more than 80 to somewhere below 20. A number of dealerships were offered extra allotments of Land Rovers to drop Jaguar and become standalone Land Rover dealerships. It is inevitable that the same dealership reduction strategy will arrive on these shores shortly. Along with this JLR has hinted that it will open a small number of corporate owned standalone Jaguar dealerships. The Tesla model perhaps?

So, as we lament the end of the Jaguar sports car, we are two years past the "Reimagine" strategy announcement, two years away from the target of a full electric Jaguar



---

## Speaking of Things Jaguar - April 2023 (continued)

---

product line and nothing seems clear for the future. One could surmise, at this point, that we may be seeing the demise of not only the Jaguar sports car, but of the Marque itself. I guess that possibility exists, but I am hopeful it won't be the case. JLR has stated recently in Car Dealer Magazine that they were still on target for the objectives of the Reimagine strategy and that the restructuring of the dealer network is a significant part of building a stronger and more sustainably profitable Jaguar and Land Rover network delivering industry leading luxury experiences and creating a customer centric culture. Perhaps increased autonomy for Jaguar? As for the cars to be delivered through this network of the future; JLR says "The first of the new, all-electric Jaguars will be revealed before the end of 2024, and will be with customers in 2025. We will tell you more about Jaguar's future before the end of this year."

Jaguar has bet everything on an all electric future with a huge leap of faith. Most car makers, including Land Rover, are transitioning from ICE to electric at an accelerated pace, but they are also supporting and retain-

ing their customer base with ICE and hybrid models. While the infrastructure to support electric vehicles (EVs) is growing rapidly and more and more manufacturers are marketing their EVs heavily, the percentage of EVs manufactured and sold compared to ICE or hybrid cars, while growing steadily, remains quite low. In the two year wait for Jaguar's luxury EV, other luxury car makers will already have their luxury EVs in the marketplace; BMW and Mercedes are already there.

I hope that Jaguar's bet on the electric future pays off and we see a rebirth of Jaguar in its 103<sup>rd</sup> year. Will the Jaguar sports car return? I hope it will. If not, it was a great 75 year run.

### Enjoy Your Jaguar!

Paul T

---



### *Cloverleaf Auto Service*

Proud to have been supporter of DVJC since 1975

Whether your goals are Amelia Island or just your neighborhood ice cream social...

Perhaps a grueling cross country rally is more your style, or maybe just a weekend ride in the sun...

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...

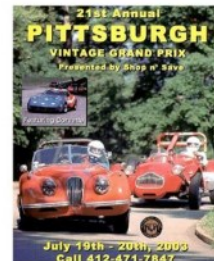
For almost a half a century Cloverleaf has been repairing, restoring and modifying British cars for the enjoyment of their owners

"We walk the walk and talk the talk"

610-647-5954

Malvern, PA

[www.cloverleaf-auto.com](http://www.cloverleaf-auto.com)



# 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 3<sup>rd</sup>, 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.

April 2 <sup>nd</sup>	Training/Testing at Jim Sjoreen's in Wayne, PA
April 15 <sup>th</sup>	Workshop at Tony Tinari's in Huntingdon Valley, PA
April 22 <sup>nd</sup>	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](mailto:chiefjudge@delvaljaguarclub.com)

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

Thank you,

Alan Brown. Chief Judge. DVJC.

# My Four-Wheeled Obsessions

By: Dennis M. Spaulding

My lifelong fascination with automobiles began as a seventh grader in 1961 when I witnessed my first XKE. Like most people I thought it was the most beautiful car that I had ever seen. I still feel the same. I purchased my first car, a 1958 Chevrolet Impala convertible my senior year in high school in 1966. Over the next decades I restored and drove 26 Corvettes including a 1954, five 1963 fuel injected coupes and a 1998 convertible. One "split window coupe" that I owned for 37 years is the center fold in Michael Furman's hard bound book *The Art and Colour of General Motors*. This fuel injected coupe was displayed at the top center of the steps at the Philadelphia Museum of Art in 2005. The "body off the frame" restoration is a two-time Triple Crown Winner. Automobile Magazine, in their "The 25 Most Beautiful Cars Ever", chose this car as one of the 25, along with the Jaguar XK120, XKE and the XJ6. I am a charter member of the National Corvette Restorers Society, member #154. My primary interest is Concours. In several events I was deducted for "over restoration." I presently have on order (for more than 1,000 days) a 2023 Corvette Z06 convertible.

Jaguar took a more than 40-year hiatus in the production of two-seater sports cars. On the first day that orders opened in North America for F Types I placed my order at Union Park Jaguar in Wilmington DE in the summer of 2013. I ordered a 2014 F

Type S. The convertible is equipped with a 3.0-liter V6, 380 HP supercharged engine. The car is rhodium silver with a stone-gray top. Other options are an 8-speed quick shift transmission, 20 in. alloy turbine wheels, performance package, performance extended leather red seats, red zone seat belts, premium package, vision package and switchable exhaust. The car was manufactured on 6/13/2013 and I took delivery on 7/19/2013. Less than 2,000 F Types were delivered to North America that year.

My ride has been exhibited as far north as the Watkins Glen Grand Prix in 2018, as far south as the Virginia Jaguar Concours in 2017, as far west as The Pittsburgh Vintage Grand Prix in 2016 and as far east as Ft. Washington in The Delaware Valley Jaguar club's Concours starting in 2014. The F Type S has won the Jaguar Club of North America's Championship Class C20/F First Place Award six times. I have an image of Ian Callum signing an image of my 2014 F Type S.

I hope to keep detailing, driving and exhibiting this piece of English and American Automotive History. To date this is the best sounding, most fun to drive car I have ever owned. Having my 2014 F Type S's image appear on our club's calendar is a long-time goal. Thanks to all Delaware Valley Jaguar Club members.



**Note: Dennis's F-Type S is the DVJC 2023 Calendar Car for April.**





## 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: 1<sup>st</sup> car \$60, 2<sup>nd</sup> car \$30, 3<sup>rd</sup> and each subsequent car \$20
- Registration fee for Display only (not judged) is \$35
- **All registrations must be received by end of day May 27<sup>th</sup> – 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](http://www.dvtr.org) and [www.historichopelodge.org](http://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](mailto: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
<b>C1/PRE:</b> Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51) <b>C2/120:</b> XK 120 (1948-54) <b>C3/140:</b> XK 140 (1955-57) <b>C4/150:</b> XK 150 (1957-61) <b>C5/E1:</b> E-Types, Series 1 (1961-67) <b>C6/E2:</b> E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71) <b>C7/E3:</b> E-Types, Series 3 (1971-75) <b>C8/SL:</b> 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) <b>C9/XJ:</b> 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) <b>Note 1</b> <b>C10/XJ:</b> XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) <b>Note 1</b> <b>C11/J8:</b> XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) <b>Note 1</b> <b>C12/JS:</b> XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport. <b>C13/JS:</b> XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. <b>C14/K8:</b> XK8 Coupe and Conv. (1996-2006), XKR (1999-2006) <b>C15/XK:</b> XK and XKR Coupe and Conv. (2007-On) <b>C16/SX:</b> S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008) <b>Note 2</b> <b>C17/PN:</b> Preservation Class (more than 35 years old) <b>C18/PN:</b> Preservation Class (20 to 35 years old) <b>C19/FJ:</b> XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On) <b>C20/F:</b> F-TYPE (2013-On) <b>C21/FP:</b> F-PACE (2016 - On), E-PACE (2018-On) <b>C22/I:</b> I-PACE (2018-On) <b>Note 1:</b> Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes <b>C9/XJ</b> and <b>C10/XJ</b> according to their years, engines, and body styles.	<b>D1/PRE:</b> All Classics (Pre-XK engine) and XK 120, XK 140, XK 150 <b>D2/E1:</b> E-Types (1961-67) <b>D3/E2:</b> E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71) <b>D4/E3:</b> Series 3 E-Types (1971-75) <b>D5/SL:</b> 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) <b>D6/XJ:</b> 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) <b>Note 1</b> <b>D7/XJ:</b> XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) <b>Note 1</b> <b>D8/XJS:</b> XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport. <b>D9/XJS:</b> XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. <b>D10/K8:</b> XK8 Coupe and Conv. (1996-2006), XKR (1999-2006) <b>D11/XK:</b> New XK and XKR Coupe and Conv. (2007-On) <b>D12/J8:</b> XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004- 2009) <b>Note 1</b> <b>D13/SX:</b> S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008) <b>D14/FJ:</b> XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On) <b>D15/F:</b> F-TYPE (2013-On) <b>D16/FP:</b> F-PACE (2016 - On), E-PACE (2018-On) <b>D17/I:</b> I-PACE (2018-On) <b>Note 1:</b> Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes <b>D6/XJ</b> and <b>D12/J8</b> according to their years, engines, and body styles.
<b>Special Division Classes</b> <b>S1/PD:</b> Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars and Production Jaguars privately prepared and modified for competition <b>S2/MOD:</b> Modified <b>S3/REP:</b> Replica (non-production, Jaguar powered) <b>S4/CONT:</b> Continuation Vehicles	

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



# Jaguar Pocono Prowl



Axe Throwing

Dinner and Jazz Music

Fall Foliage & Jaguars

Mark your calendars now for four days and three nights of fun in the Poconos. As with our previous outings at the Jersey Shore and on the Chesapeake, you'll experience a mix of planned group activities and have free time to "do your own thing." Here's the preliminary schedule:

## Tuesday October 10, 2023

- Arrive/check in at the [Penn Stroud hotel](#).
- Private Dinner and Axe Throwing Competition – [Downriver Brewing Company](#), Stroudsburg, PA

## Wednesday October 11, 2023

- Breakfast on your own.
- Scenic Drive to Fall foliage tour on [Lehigh Gorge RR](#), Jim Thorpe, PA. Lunch to follow. (tent.)
- Dinner – [Willow Tree Inn](#), Stroudsburg, PA

## Thursday October 12, 2023

- Breakfast on your own.
- Scenic Drive to Tour nation's oldest brewery ([Yuengling](#)) in Pottsville. Lunch to follow. (tent.)
- Dinner and jazz – [Deer Head Inn](#), Delaware Water Gap, PA

## Friday October 13, 2023

- Destination Drive to [Bushkill Falls](#) (tent.)
- Lunch - TBD

Registration should open in June. The Penn Stroud is our headquarters hotel. It is in downtown Stroudsburg within easy walking distance of many restaurants and shops. Don't miss out, 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



# Nostalgic Ad Page 1

*Provided by "E" Alan Karpovitch*



# Recognizing 1973 E-Type Changes

By: "E" Alan Karpovitch

For the March 2022 edition of the Jaguar's Purr, I wrote an article about recognizing 1967 E-Type changes that happened in that specific year. Then I took on the personal challenge to write an article every month exploring 7 easily recognized changes by reviewing the next model year every month. This project is winding down as this month we will explore the 1973 E-Type.

The most Series 3 E-Types were produced in 1973 compared to the 4 production years from 1971-1974. Finally the open roadster yearly production surpassed the 2+2 production. There were a lot of production headaches to overcome in the first 2 years (1971-1972), with that being the first years of the Long Wheel Base open roadster. Sadly 1973 saw the last of the 2+2 body style produced in October. Also this year brought the energy crisis (Who can forget Jimmy Carter speaking to the nation with his button down sweater on?). In addition the U. S. safety bureaucrats were continuously at work, requiring additional modifications to bumpers to comply with minimal crash test damage.

## **MODEL YEAR 1973 easily recognized changes:**

1) Starting early October 1972 (after completing 4880 LHD Series 3 cars), North American cars had an additional prefix "U" (for U.S. specification), followed by a "D" (for model year 1973) in the chassis number. (See reference 1, p159). Starting:  
LHD chassis- UD1S21029(OTS)//UD1S73856(2+2);

2) Starting early October 1972 (after completing 4,880 LHD Series 3 cars), front bumper over-riders became black with a chrome strip at the front. Also added internally were front impact tubes. This is the 2<sup>nd</sup> version of front bumper over-riders for the Series 3. (See reference 1, p138). Starting:  
LHD chassis- UD1S21029(OTS)//UD1S73856(2+2).

3) Starting early October 1972 (after completing 4,880 LHD Series 3 cars), the fuel system for North American cars changed by adding a sealed fuel system and a new black plastic carbon canister. (See reference 1, p128). Starting:  
LHD chassis- UD1S21029(OTS)//UD1S73856(2+2).

4) Starting early October 1972 (after completing 4,880 LHD Series 3 cars), the North American

cars had new low compression pistons and additional emissions hardware added. This included exhaust gas preheat to the carburetors, and float chamber vents and engine breather feeding the new carbon canister. This started with engine number 7S8179. Note the engine number on all Series 3 V12s were followed by a pair of letters:

SA = 9.0 compression -A type

SB = 9.0 compression -B type

LA = 7.8 compression -A type

LB = 7.8 compression -B type

No Low compression engines were installed in RHD cars. Note more "A" style engines were produced than "B". The difference between the A and B indicted variation in the size of the cylinder bore.

(See reference 1, p124,p126,p159 & reference 7, p306, p314, p315, p346). Starting:

LHD chassis- UD1S21029(OTS)//UD1S73856(2+2).

5) Starting 1 February 1973 (after completing 9,098 Series 3 cars), the four outlet fantail exhaust was replaced by the two outlet exhaust pipe with a modified silencer. (See reference 1, p130). Starting:

LHD chassis- UD1S22046(OTS)//UD1S74662(2+2);

RHD chassis- 1S1741 (OTS)//1S51657 (2+2).

6) Starting April 1973 (after completing 10,620 Series 3 cars), the top line on the commission plate was changed to read "JAGUAR CARS BRITISH LEYLAND UK LTD". (See reference 7, p348). Starting:

LHD chassis- UD1S23093(OTS)//UD1S74875(2+2);

RHD chassis- 1S1852 (OTS)//1S51808 (2+2).

7) Ending September 1973 (after completing 7,298 Series 3 2+2 cars), the 2+2 body style was discontinued principally because the car did not have a roll bar, or at least a strong enough roof top to satisfy the U. S. safety requirements. Interestingly, the OTS did not have one either but was granted one more production year due to an allowance in the law for convertibles. Some sources also say the U.S. demand had waned with the gas crisis, as the V12 liked to drink a gallon of premium petrol every 9 miles. The final 2+2 production numbers were only 33 units in September 1973, and only 1 in October 1973. (See reference 5, p493). Starting:

LHD chassis LAST 2+2 =UD1S75183,

RHD chassis LAST 2+2 =1S52116.



# Recognizing 1973 E-Type Changes (cont'd.)

---

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- Richard Russ wrote "Jaguar V-12 E-Type-A Guide to Authenticity" in 1991, using three original low mileage cars, and includes illustrations for every component.

REF 9 - 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!!!

---

## Welcome New Members

Mike Ferguson & Erika Wambolt  
Pennsburg, PA

Alexander Agapov  
Bear, DE

Robert Shettsline & Lisa Koehler  
Telford, PA

Jay & Debra Finley  
Bayville, NJ

Steve Edgerton  
Mt. Laurel, NJ

David & Shiela Pickering  
Hockessin, DE  
(returning after a long absence)

# Recognizing 1973 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 article on the follow-on Series 3(5.3) model year.

**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				

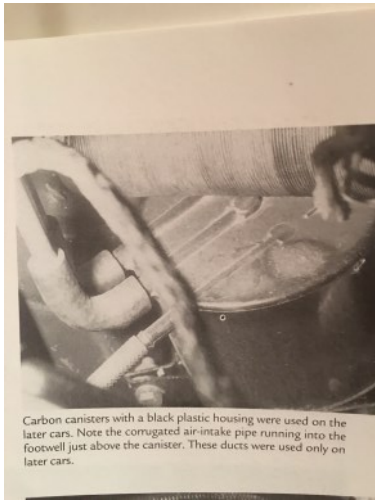
# Recognizing 1973 E-Type Changes Photos



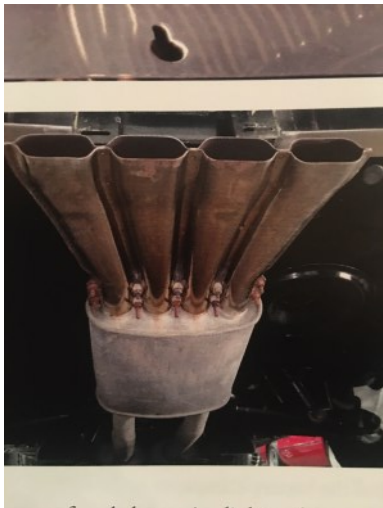
1973 UD chassis number



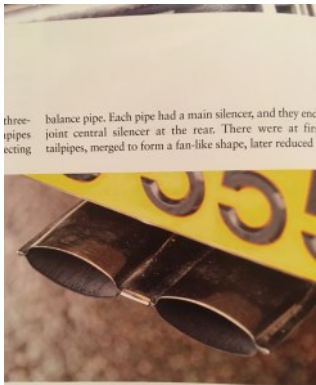
1st & 2nd version overriders



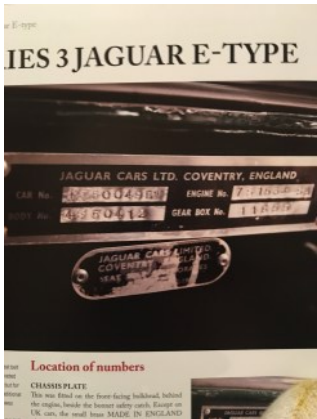
Carbon cannister



4 outlet exhaust



2 outlet exhaust



early commission plate



British Leyland commission plate



# 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.

---

## SPRING CLEANING SPECIALS:

1. Body Rubber for Series 1 XKE Coupe (Moss P/N 38-0510), Series 1 & 2 Door Seals (Moss P/N 38-2903) and a handful of Body grommets (28-6742). Approximately 75% of the bits are here. All new. Moss' price: \$870 plus tax and shipping. Yours for \$250.00.
2. Stainless Steel Brake line set for Series 1 XKE Coupe or Conv. Approximately 80% of the set is new, a few original bits (Moss P/N 26-3015) . Moss price: \$370 plus T&S. Yours for \$125.00.

Leo Kob. [Kobbie49lbc@gmail.com](mailto:Kobbie49lbc@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



# UNION PARK JAGUAR

*Proudly Supports*

## THE DELAWARE VALLEY JAGUAR CLUB



### **ROB SHIPLEY**

*Jaguar Client Advisor*

*Jaguar Master Sales Consultant*

*Jaguar Guild Member*

[rshipley@unionpark.cmdlr.com](mailto:rshipley@unionpark.cmdlr.com)

302.573.5288

**Union Park**  
Driving Expectations.



Union Park Jaguar | 1900 Pennsylvania Avenue | Wilmington, DE 19806 | [UnionParkJaguar.com](http://UnionParkJaguar.com)





# MUNCIE IMPORTS & CLASSICS

*Automotive Specialists since 1975*

SALES | PARTS | RESTORATION | MAINTENANCE  
REPAIR | FULL-SERVICE FACILITY | O.S.J.I. | INTERIORS



[muncieimports.com](http://muncieimports.com)



[mic@muncieimports.com](mailto:mic@muncieimports.com)

800.462.4244

Try the Delaware Valley Jaguar Club's online store to show off your DVJC membership.

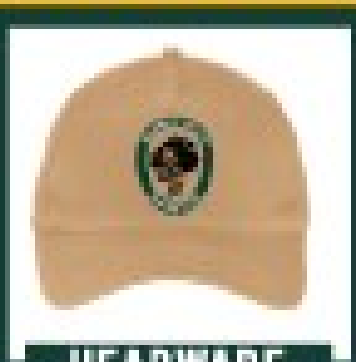


## DVJC ONLINE STORE

**ALL STORE ITEMS HAVE EMBROIDERED DVJC LOGOS**



**BIG & TALL**



**HEADWARE**



**LADIES**



**MENS**



**WINTER WEAR**

**JUST CLICK ON THE LINK AT OUR CLUB WEBSITE.  
PLACE YOUR ORDER AND PROUDLY WEAR YOUR CLUB COLORS!**



## 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.



DELAWARE VALLEY JAGUAR CLUB MEMBERS  
**RECEIVE 15% OFF**  
on ALL Convertible Top Repairs!

Repairs must be booked/completed  
**BEFORE Dec 31st!**

★ 5% DISCOUNT AFTER DECEMBER 31ST ★

📍 ALL 50 STATES 📍



- ✓ We come to your home or business!
- ✓ 5 Year Warranty on hoses.
- ✓ 2 Year Warranty on labor/RAMS.

**Call: 888-317-9340**

OR YOUR LOCAL JAGUAR CLUB TO BOOK.

\*All bookings require a non-refundable \$500 deposit at time of booking.

# DVJC Visits the 28th Annual “The Amelia”

By: Bob De Lucia

A classic automotive weekend started on Wednesday, March 1, for some fellow Delaware Valley Jaguar Club and Delaware Valley Triumph Club members, Lou DiFabio, Steve Klein, Bill Murphy, and Paul Ryder, as they made the 14 ½ hour drive to Amelia Island, Florida in a rented 2023 Suburban. They broke the drive up into two days, stopping at the NASCAR Museum, as well as making a rare visit to the Penske headquarters. Two of Bill's friends, and domestic car enthusiasts, also followed the Suburban, as they all made the trip south, Tom Sandberg (1970 Charger 440 and two 1969 Roadrunners), and Chris Kampf (Early ERA 427 Cobra). The drivers of course made the obligatory stop at the iconic South of the Border, to say hello to “Pedro” and use the restrooms. Hopefully nobody ate there!

Fellow DVJC member Dave Hutchison (Jaguar S-Type) and Sumra Manning (Sunbeam Tiger) also made the lengthy drive in the new spiffy Ragtops & Roadsters sprinter, with the glorious Jaguar E-Type wrap on the sides and back, certainly catching everyone's eyes on Route 95 South. Dave and Sumra had actually left earlier, as they had a 1995 Lotus Espirit S 4 5 Coupe to deliver to the Bonhams Amelia Island Auction by Tuesday. I and fellow DVT members, Dan and Sherry Tinsman, opted to forego the delightful 14 ½ hour drive and flew down on Wednesday.

Dave, Sumra, Dan, Sherry and I stopped at the Bonhams Auction Wednesday afternoon. Bonhams had more Jaguars set to go up for auction than any of the other auction houses at the Amelia. After the day's events, the five of us met up again at another favorite seafood place, Down Under ([downunderfb.com](http://downunderfb.com)), literally under the A1A, South 8<sup>th</sup> Street Bridge. Great place, good pints, good seafood.

The first stop for all eleven of us on Thursday was the Amelia Island Bonhams Auction to view metal “eye candy” that was being bid upon. Lots and lots of Jaguars, in all sorts of Concours as well as to-be-restored modes. A very nice, but not uncommon, 1996 XJ6 Vanden Plas sold for \$11,200, an E-Type Semi-Lightweight Competition Roadster recreation sold for \$82,360, a 1957 XK140 Drop-head Coupe sold for \$70,000, a 1953 XK120 Fixed Head Coupe sold for \$89,600, a very rusty (and in need of complete restoration) E-Type Series 1 3.8 “Flat Floor” Roadster with Hard Top sold for an amazing \$117,600, a 1951 XK120 Works Lightweight Sports Racer-LT3 sold for a staggering

\$775,000, and a 1959 Lister-Jaguar Sports Racing Two-Seater sold for \$775,000. Additionally, a 1954 XK120M Roadster sold for \$78,400, a 1951 XK120 Roadster sold for a more modest \$31,160, and a 1961 XK150 Fixed Head Coupe, in need of some TLC sold for a mere \$20,160.

We then visited the RM Sotheby's Auction at which a seldom seen 1991 XJR-15 went for \$270,000, and a 1962 E-Type Series 1 3.8 Roadster went for \$224,000. Yet another 1966 E-Type Series 1 4.2 Roadster went for \$128,800, and finally a 1950 XK150 3.8 Drop Head Coupe went for \$95,200.

We paused to see the activities at the host Ritz-Carlton hotel, which was a hotbed of motoring activities, motoring celebrities, and everything else motor related. And of course, I had to pick up my all-important “Amelia Media” parking pass. We then ventured over to the new Broad Arrow pre-auction preview inside and outside to see the great cars that would be auctioned off Saturday at the Ritz-Carlton.

Thursday evening after the day's events, all eleven of us gathered at a favorite seafood place overlooking the water, Sandollar Restaurant & Marina ([sandollarrestaurant.com](http://sandollarrestaurant.com)), to reminisce about yet another fabulous Amelia Island gathering.

Friday morning found us attending the off-site Gooding & Company Auction to view more and more fabulous “eye candy” and multi-million dollar cars about to be auctioned off. While few Jaguars were on the block, a 1954 XK120 SE Roadster went for \$100,000, well below the estimate of \$120,000 to \$150,000, a 1964 E-Type Series 1 3.8 Litre Roadster went for \$92,400, well below its estimate of \$150,000-\$180,000. However, several cars in the million-dollar range were sold, including one rare Ferrari 250 GT SWB California Spider that sold for a staggering \$18,045,000!

Late Friday afternoon was a seaside lunch at Salt Life Food Shack ([saltlifefoodshack.com](http://saltlifefoodshack.com)) before we went back to the Ritz-Carlton for “Movie Night”. The film presented was “The Quest”. In 1960, Corvettes joined the field of the renowned French 24 Hours of Le Mans Endurance Race for the first time. Through historical footage, “The Quest” reveals what happened to each of the four Corvettes after they raced at Le Mans, and then were lost for decades. There was a local aspect to this event as the deceased subject of the movie was from Jenkintown, PA, and his son involved with



## DVJC Visits the 28th Annual “The Amelia” (continued)

---

the project now lives in Ocean City, NJ. All four of these Corvettes were on the show field at The Amelia on Sunday. Thanks to Bill Murphy for purchasing the movie tickets. A good night!

Saturday, now known as "Cars and Community" was held on the 10th and 18th Fairways of the Golf Club of Amelia Island. This year, it had the fairways all to itself. 450 invited vehicles were on the two fields, and 10,000 people attended. This year Griot's Garage event featured RADwood, Concours d'Lemons, and Supercar Celebration displays, along with a curated Cars & Caffeine. In total 22,000 people attended both events. Cars and Coffee now costs \$35.00 to register (it was always free in previous years), and registrants had to apply to display by last September 1st. There were several Jaguars at the Cars and Coffee. One very nice XK8 was in an unusual color, “Jaguar Racing Green”; I had never seen that color before.

Saturday also saw the Broad Arrow auction in the Ritz-Carlton. Several Jaguars were for sale: a 1964 E-Type Series 1 3.8 Roadster sold for \$145,600, an E-Type Series 1 3.8 “Outside Bonnet Latch Fixed Head Coupe did not sell (asking estimate \$600,000-\$700,000), a 1956 XK140 Drophead Coupe sold for \$109,200, a 1956 XK140 MC Drophead Coupe sold for \$159,040, a 1965 E-Type Series 1 4.2 Roadster sold for \$218,400, a 1964 E-Type Series 1 3.8 Fixed Head Coupe did not sell (asking estimate \$160,000 to \$200,000), and another 1991 XJR-15 did not sell (asking estimate \$1,300,000). As for that last one, I am not sure of the difference from the one that sold at Bonhams for far, far less.

Later that Saturday, Cars and Community on the 18th Green was quickly vacated by about 2:00 p.m. Then, Concours d'Elegance vehicles started driving onto the field, in all marquees and models. About half the cars that were to be in the show drove on to the field that afternoon. It was great to see them driving in, instead of just a static show. Cars were covered with many layers of protective covering for the evening, and tucked into bed. That evening, after the day's events, the eleven of us again gathered at Down Under.

On Sunday, The Concours d'Elegance was yet another display of extraordinary classic cars on the golf course a/k/a the show field. Perfection personified. Thanks to my media parking pass, my “posse” and I were able to get on the field before it opened to the public. We strategically placed our ten lawn chairs behind a stunning row of colorful

“1950 Custom Creations”. Easy to find the chairs (and shade later).

This year's competition drew more than 250 cars and motorcycles in 32 classes to the 10th and 18th Fairways of the Golf Club of Amelia Island. Hundreds of spectators swarmed the field at the 9:30am opening to view the assemblage of world-class cars. There were almost far too many on the several fairways. There was a very rare 1952 Jaguar XK120 Supersonic on the show field. Unless you looked at The Amelia signage, you would never know it was a Jaguar!

The Amelia always gathers a group of cars that are associated with the honoree. This being about half of a race car show, there were some really cool race cars. This year's honoree was four-time NASCAR champion Jeff Gordon, so The Amelia had a collection of Gordon's cars, including three stock cars, which you would expect, but also a Cadillac Dallara Dpi and Juan Pablo Montoya's 2000 BMW Williams F1 car, for which Gordon swapped Montoya for a ride in his Cup car.

For the Concours de Sport, i.e. race cars, the winner was the 1965 Le Mans- in its racing form ever since, right down to the knee pad put against the gear shift by Luigi Chinetti, to protect the driver's knee from heat. The winning Ferrari was a 250 LM that was bought by the Indianapolis Motor-sport Museum very soon after the car retired from racing in 1970. It is an unrestored, preserved car, the last Ferrari to win Le Mans, which it did as part of Luigi Chinetti's N.A.R.T. (North American Racing Team) with Masten Gregory, Jochen Rindt, and Ed Hugus driving. The car also raced at Daytona after its win at Le Sarthe and in two more Le Mans races before retiring in 1970.

Best in Show - The Concours d'Elegance for road cars went to the Mullin Museum's 1935 Voisin C-25 Aerodyne—yes, the same car that won Pebble Beach just seven years ago. Restoration of the car was a labor of love for owner Peter Mullin and his wife Merle.

Thanks to Bill Murphy, for taking care of purchasing “The Amelia” tickets, and the movie night tickets. Thanks to DVJC member Dave Hutchison for getting the gratis auction tickets for us. Yet another great time had by all! Already have hotel reservations for next year, February 29 to March 3, 2024!



## DVJC Visits the 28th Annual “The Amelia” photos

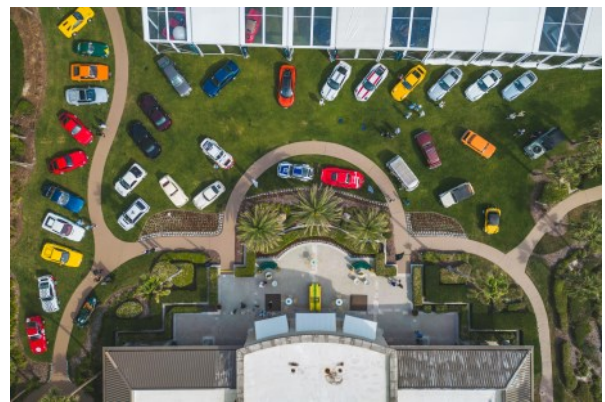
---





## DVJC Visits the 28th Annual “The Amelia” photos

---



# 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.



# J.C. TAYLOR

## INSURANCE

Since the 1960s, J.C. Taylor has been America's premier specialty insurance provider for classic cars, antique autos, modified, and custom vehicles.

NO HASSLES. COMPETITIVE PRICING.  
AGREED VALUE.



JCTAYLOR.COM/JCA

888-845-3570



FIND YOUR JAGUAR PART AT [WWW.SNGBARRATT.COM](http://WWW.SNGBARRATT.COM)

Search parts



## BEAUTIFUL PARTS FOR BEAUTIFUL CARS

CHOOSE FROM OVER 300,000 PARTS AND ACCESSORIES FROM THE WORLD'S LARGEST  
INDEPENDENT MANUFACTURER OF CLASSIC JAGUAR CAR PARTS

+1 800 452 4787 (Toll free) | [sales.usa@sngbarratt.com](mailto:sales.usa@sngbarratt.com)

S·N·G  
**BARRATT**  
GROUP

[www.sngbarratt.com](http://www.sngbarratt.com)



# Some Doozies from Merluzzi . . . (Or “Who even knew there was a baseball historian among the ranks of DVJC?”)

*Related by Paul Merluzzi, (As told to/Edited by Tony Tinari)*

This is a baseball story. In fact, it’s an anthology of baseball stories well told by our own Paul Merluzzi, DVJC Past President and baseball fan, former player, and all around sports raconteur. So “off the bat” (probably the first of a number of shameless baseball references to follow) you may ask, what’s this doing in a car club newsletter? Could it be perhaps that the national pastime is as old as the automobile, and just as beloved? Or possibly that the intersection of sport, and specifically baseball, is embedded in popular culture? (Think of the 80’s advertising campaign: “Baseball, hot dogs, apple pie and Chevrolet”). Well, dear reader, it actually has everything to do with the 2022 World Series Run by our beloved Philadelphia Phillies and a certain wager we made with another Jaguar club, in Houston-home of those dreaded Astros.

As we await the return of the boys of summer this month of April (Home opener vs. Cincinnati Reds, Thursday, April 6, 2023, 3:05 p.m., Citizens Bank Park), think back to the end of last season, and please try to recall the improbable Phillies run and not the heartbreak of that final out. As I wrote in my monthly column then: “It happens that we are not the only Jaguar enthusiasts who are also baseball fans. Our counterparts in Houston are rooting hard for their home team as well. Like DVJC, they have a very active Instagram account. With the blessing of our executive committee, we have placed a friendly wager on the outcome of the World Series. The stakes are local food items, meaning that if the Phillies go down, we pay off in Tastykakes® and soft pretzels. Conversely, if our team carries the day, we’ll be collecting the spoils of victory in BBQ sauce and Texas toast I suppose.”



So, you all know how that ended. The implications of this for DVJC were that we lost our World Series wager with the Jaguar Club of Houston and had to pay up with a generous package of regional food, see below.



The Spoils of (their) Victory

Sending all this good stuff to the hometown of those wretched Astros was not a pleasant task, however the wager did result in an unexpected and interesting benefit! As I was keeping the club leadership informed via email of my ongoing dialogue with our counterparts in Houston (mostly trash talk, frankly), our colleague Paul Merluzzi started weighing in with anecdotes of his days as a formidable young baseball pitcher. With each game of the Series, there was another Merluzzi-gram, each with an amusing story from Paul’s playing days, or his baseball fandom including his encounters with some interesting major leaguers. We’ve captured this anthology of baseball tales, which are presented here, briefly edited, to get your baseball motors revving. Batter Up!

PAUL (11/2/22):

I saw the last World Series no-hitter on TV in 1956 (afternoon game and I was home sick from school) and have an autographed photo of Yogi Berra jumping in Don Larsen’s arms after Larsen’s perfect game against the Brooklyn Dodgers.

ME (11/3/22, Feeble response to Paul’s first memoir):

My earliest baseball memories are of the immediate post “Whiz-Kids” era of the Philadelphia Phillies. Pitcher Robin Roberts and Catcher Stan Lopata both lived in Abington. Lopata was a



## Some Doozies from Merluzzi (continued))

huge bear of a man, who was also the lector at Our Lady Help of Christians Parish, in the off season, of course. I'm sure I have their baseball cards around here somewhere.

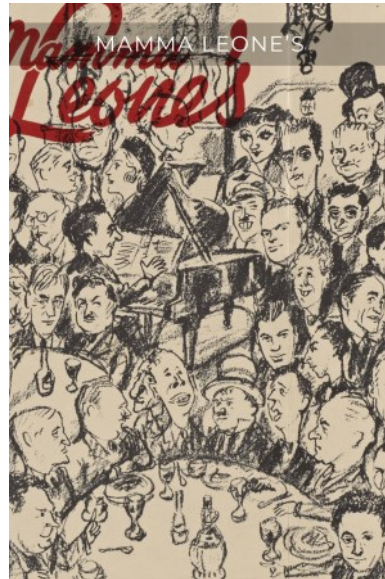


The Aforementioned Baseball Cards

PAUL (11/3/22, In which his baseball pedigree is revealed.):

I always loved baseball and I was a decent pitcher in school, CYO, and Babe Ruth leagues through my high school years - but I gave up playing when I went to college. As a kid, I was a walking baseball statistics book - especially for the New York teams. I won many bets during my college years, when several beers at the local pubs in Boston enabled my hippocampus to recall some of those obscure facts from the '50s and '60s.

My first live game attended was in 1949 at Yankee Stadium with the New York Yankees vs. Boston Red Sox. My Dad often took me to Yankee Stadium, Ebbets Field (Brooklyn Dodgers), and the Polo Grounds (NY Giants). It was fun taking the train from Waterbury, Connecticut, where I grew up, to NY Grand Central, and then a local train to the Bronx or Brooklyn. I was lucky to see Joe DiMaggio at the end of his career. Then later on I got to see Willie, Mick, and the Duke, the great outfielders for the Giants, Yankees, and Dodgers (Willie Mays, Mickey Mantle, and Duke Snider). The big treat after the game was going to Mama Leone's Ristorante in Manhattan for a scrumptious Italian feast. I still hate the Giants and Dodgers for moving from NY to California.



Mama Leone's Mission Statement: "Cook good Italian food and give people plenty. They'll come."

During my college years in Boston in the early/mid '60s, I lived near Fenway Park. Back then there was no problem getting a seat at any Red Sox game. I went to many games with a date, or my friends, and we would carry with us a gallon jug or two of gin and tonic (it was a different world back then). I graduated in 1966 and always regretted missing Carl Yastrzemski's triple crown season in 1967.

I am still a Yankees fan, but root for the Phillies as long as they are not playing the Yankees. I had a tough time during the 2009 World Series - had to wear my Yankees hat and Phillies shirt. Along with those mentioned in Tony's message, the Phillies of the "Whiz Kids" era had other outstanding players including Richie Ashburn, Del Ennis, & Granny Hamner. Del Ennis was very underrated, but had some terrific seasons in the early '50s. All those players played their asses off for low 5-figure salaries and rarely went on the DL (now called the IL).

ME (11/4/22, Another feeble response to Paul's obvious baseball chops.):

Great memories indeed Paul, especially Mama Leone's. Richie Ashburn of course went on to a



## Some Doozies from Merluzzi (continued))

---

storied broadcasting career. Del Ennis opened a bowling alley here in Huntingdon Valley. My Dad used to tell the story of a Phillies vs. Cardinals game in 1954 where Ennis dropped an out-field fly with the bases loaded and all three runners scored. Got booed unmercifully. Same game, bottom of the eighth, score tied, two on and two out, he comes to the plate and hits the first pitch on the roof in left field at Connie Mack stadium. Legendary Phillies win.



Retro Philly-Anyone remember the vintage “Bert & Harry” Piels beer Phillies commercials?

PAUL (11/4/22, In which Paul’s Dad is immortalized in baseball history.):

Great story about Del Ennis. Phillies fans can be brutal, just like NY fans or Boston fans. My Dad, a die-hard Red Sox fan, died in 2006 and I was determined to get a dozen family members to Fenway to cheer for the Sox in his memory. That was two years after their first World Series victory in 80 plus years, so tickets (especially 12 tickets) were hard if not impossible to get. I ended up winning the seats in an on-line auction for which I was willing to pay anything, and my family sat in the box seats on the second level above home plate. It cost me well up in 4 figures, but my dad was worth it. The Red Sox put up a display that filled their electronic scoreboard honoring my

dad. We spread (illegally) some of his ashes along Yawkey Way at the ballpark.



A fitting tribute.

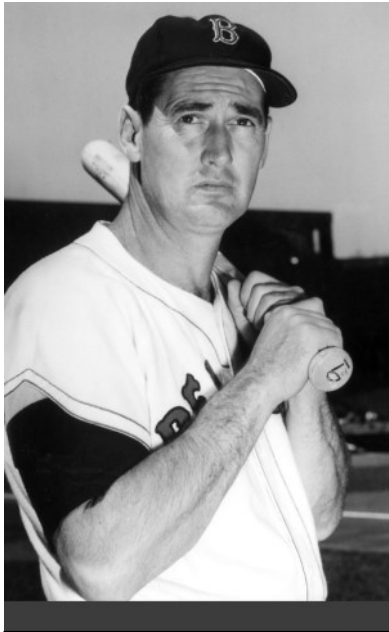
Although a Yankee fan, I nevertheless agreed to cheer for the Sox that night, but said I would wear my Yankee hat to the game to balance things. It was a chilly September night, so I, along with most attendees, was wearing a jacket. The ticket-takers were patting down people as they entered to confiscate contraband. In my case, he patted me down and then said to take off my hat- and throw it in the trash! I gave him a high-five for his sense of humor. On the way out of the stadium, a slightly inebriated Sox fan started to give me a hard time about the hat. I explained that I cheered for the Sox in memory of my dad who had recently passed away, but wore the hat as a compromise. He put his arm around me and said he was sorry for my loss. I’m not sure a Philadelphia or New York fan would have been as tolerant.

Our neighbor in Waterbury, Charlie Martone, grew up with Jimmy Piersall, who played for the Red Sox in the ‘50s. Piersall’s battle with bipolar disorder was featured in the movie “Fear Strikes Out” starring Anthony Perkins. On a couple of occasions Charlie came with us to Yankee Stadium when the Sox were in town and got us into the dugout to meet Piersall and many of the other Sox players. My Dad had a baseball signed by Ted Williams, Vern Stephens, Walt Dropo, and many others.

## Some Doozies from Merluzzi (continued))

---

Despite being a Yankee fan, my favorite player was Ted Williams because of the way he finished the 1941 season. He was batting .3995 which would have been rounded up to .400 if he sat out the double header that closed out the season. He refused to do so, and went 6 for 8 in the two games and ended the season with a .406 average - the last person to hit .400 in the major leagues. That story has a Philadelphia connection - the Sox played the Philadelphia Athletics in that double header.



The great Ted Williams, Boston Red Sox

I loved Ted's comment, when asked at the 1999 All-Star game at Fenway Park, what he would hit if he were playing today. I don't remember the exact figure, but he gave a modest answer like .320. When asked, is that all? He replied, "What do you expect - I'm 79!"

Those were the days. I hope this is not boring you non-baseball fans.

PAUL (11/6/22, In which we get the story of his pitching days.):

As mentioned in an earlier message, I pitched for a few teams during my high school years, including the Elks Babe Ruth League team and Blessed Sacrament Parish in the very competitive CYO league in Waterbury, Connecticut. The CYO league used two umpires per game, one in the

field and one right behind the pitcher to call balls and strikes and any plays at 1st, 3rd, or home. I usually chatted with the umps who stood behind me, most of whom were middle-aged former players. There was one exception, a young guy by the name of Terry Tata who was just a couple of years older than me. While most of us who had some talent had dreams about playing baseball professionally, he told me his ambition was to be a major league baseball umpire. Well he made it in 1973 and had a 16 year career that included special assignments at several playoff games, All-Star games, and World Series. He was behind the plate for Phil Niekro's and Tom Seaver's no-hitters.

Terry was also the only ump who almost threw me out of a game. That happened when I was pitching for Blessed Sacrament against St. John of the Cross from Middlebury, Connecticut. My mother came to every game I ever played and was a very vociferous cheerleader for me and my team and well-known for giving the "malocchio" (Italian evil eye) to the other team. At this game she was sitting with a friend of hers, Mrs. Ford, whose son, Dave, played for the opposing team. When he came up for his first at-bat, I asked Terry Tata for a time-out, which he gave me, and went over to the stands where my mother and Mrs. Ford were sitting. When I returned to the mound, Terry asked me what I said to my mother. I told him that I actually spoke to the other lady, Mrs. Ford, and told her I was going to strike out her son. What chutzpah on my part! Terry was livid and said if I ever did anything like that again, I was "outta here".



Merluzzi, accepting an award from Coach Mobilio, under the watchful eye of Father Abugel.

## Some Doozies from Merluzzi (continued))

---

I did strike out Dave Ford with a nice curve ball that he bailed out on. I knew from his demeanor and fastidiousness that Terry would make it to the big leagues. He now lives in Cheshire, Connecticut, just outside of Waterbury, after an illustrious career as a major league umpire. I was very happy that his dream came true. Me? I ended up just being an engineer whose baseball dreams never came true - but enjoyed a very nice ride through life anyway.

ME (11/6/2022, with a question which had to be asked . . .):

Paul, I'm loving these baseball stories, but just one question please. Never mind the Ump, what did Mama Merluzzi have to say when she heard you trash talk Mrs. Ford's son? I'll bet it was classic!

PAUL (11/6/22, with the answer.)  
She called me a "little sfachime" (not sure if I have the correct spelling for the Italian slang - but it is pronounced 'sss-fah-cheem').

Editor's Note: Our linguistic research reveals that Sfachime is an Italian slang word meaning, generally, a bum or bad person. (As this is a family oriented publication, those are the only definitions which can be repeated here.) The slang word is usually accompanied by a hand gesture in which the thumb and forefinger are pressed together and wagged in the face of the aforesaid sfachime.

PAUL (11/7/22, Fast Forward to the 90's):

My then future son-in-law, Jonathan Peterson (or JP as we call him), graduated from Tulane Law School in 1995. Irena and I were planning to attend the graduation ceremony and to spend a long weekend in New Orleans. Our daughter, Ericka, had a job in the Chemical Engineering Department at Tulane and the school generously let us stay in one of their suites at the Pontchartrain Hotel. JP knew that I was an avid baseball fan and told me that Gaylord Perry's daughter was in his class, that he was going to be in town for the weekend, and would likely be staying at the Pontchartrain. Imagine my excitement as a former pitcher at the possibility of meeting one of

the greatest professional pitchers of all time: over 300 wins, a Cy Young award from both leagues, 3500+ strikeouts, a no-hitter, multiple All-Star appearances, and a notorious reputation for doctoring baseballs (chronicled in his autobiography, "Me and the Spitter"). After we checked in to the hotel, I went on the hunt - rarely spending any time in our room. Irena called it stalking! He was easy to stalk (I mean spot), being such a huge guy, but he was always surrounded by people. I did not want to be rude and interrupt him while he was speaking to others. Finally one morning Irena and I went for an early breakfast at the hotel and he was there, just finishing up breakfast by himself. I went over to him and introduced myself and shook his hand. His hands were the size of a baseball mitt - you needed a search party to find my hand in his. He also seemed much taller and bigger than the 6'5" inches, 205 lbs. at which he was listed in the baseball literature.

He was amazed that I reeled off his accomplishments (I did my research) and he got a kick out of Irena asking him if he really threw "spitballs" during his career (I had given her a briefing on his reputation). He laughed out loud and asked her who was spreading lies about him. In 1971, during the playoffs between the Giants and Pirates, a TV reporter asked his 5 year-old daughter if her father threw spitballs. She replied that it was a "hard slider". Apparently, he had his kids well-trained. We chatted about baseball for 10 or 15 minutes, much more than I had expected.

Despite being a huge bear of a man, he was one of the lightest hitters in baseball. Most of his career was in the National League and before the designated hitter was established in the American League, so he had plenty of at-bats and not much to show by way of hitting statistics. In 1964, his Giants manager, Alvin Dark, told a reporter that there would be a man on the moon before Perry would hit a home run. Five years later, in July of 1969, the crowd at Candlestick Park was asked to stand and honor the astronauts who had just landed on the moon. Ironically, thirty minutes or so later Gaylord clocked his first major league homerun, as predicted by his former manager, after eight seasons in the majors.



## Some Doozies from Merluzzi (continued))

---



Gaylord Perry, Hall of Fame Pitcher

I was in Cleveland in 1972, finishing up my PhD in Systems/Chemical Engineering at Case Western Reserve University and got to see Gaylord pitch during his first Cy Young Award season. I think that is when I realized just how good he was. He won 24 games, lost 16 (how often do you see pitchers listed with 40 decisions today?), with an ERA of 1.92 in that expansive Cleveland Municipal Stadium that probably rivaled Candlestick Park because of the winds coming through the notch in the stadium that faced Lake Erie. The outfield was huge, which limited the number of home runs but enabled extra-base hits.

I treasure that meeting with Gaylord Perry, not only because he was such a great player, but also because he was so gracious and friendly and probably would have continued talking baseball with me if Irena had not pulled me away. Best wishes, Gaylord, wherever you are. (Editor's Note: Gaylord Perry passed away at the age of 84 on December 1, 2022.)

PAUL (11/10/22, Ruminating about what might have been . . .):

When I first had dreams about playing baseball professionally, I had no idea about the wide gap between very good players (as I classified myself at the time) and those that have the incredible talent to make it to the big time. In grade school and early high school, I had a smokin' fastball with which I could overpower most hitters. I was a big kid, relatively, at 12 years old - 5'11" tall and 165 pounds. But I never grew after that. I was still the same height and weight at my wedding 15 years later. Now, in my old age, I have shrunk in height to 5'9" and we won't talk about weight. The other kids got bigger and stronger as we got older and eventually my fastball was no longer so effective.

So, in my later high school years, I had to become a Jamie Moyer type of "junk ball" pitcher to survive. I learned to throw a good curve, change-up, and (yes) a knuckleball. I attempted the screwball, but it hurt my arm. My teacher for this transformation was Lefty Overton - neighbor, police officer, and former minor league pitcher who never made it to the majors. He also had an attractive daughter, so I didn't mind going to his house while she watched us practice. It was during this period that I realized it was the end of the road for my dreams and aspirations as a ball player.

In my senior year I was demoted to #2 pitcher on the Babe Ruth League and CYO teams while Donny Albino took over the #1 spot. He was a strikeout specialist, while at that time I got most hitters to hit ground balls - not as exciting. But it emphasized the widening gap between me and the top-notch pitchers in the area during my final high school years and led me to not even try out in college (though a busy engineering curriculum and part-time job also contributed). I thought Donny had a shot at professional ball, but I think at some point he came to the same conclusion as I did. I am not sure what he ended up doing later in life.

Another local pitcher who made me aware of that widening talent gap was Dave Wallace. I felt he

## Some Doozies from Merluzzi (continued))

---

was a cinch to play professionally and make it to the big leagues. He was a few years younger than me, so I got to play against him for just one season before I went off to college. He was sensational, the best (and scariest) pitcher I ever faced. I'm sure he was clocking near 90 mph as a freshman/sophomore. The ball hissed as it crossed the plate, and he had a change-up that would make you look silly when you were expecting his fastball. He set all kinds of records when he went to the University of New Haven (not sure why he did not go to one of the more renowned baseball colleges). He was drafted by the Phillies, did his minor league duty, and was called up to the big leagues in 1973 where he had a brief major league career with the Phillies and Blue Jays. But his lackluster big league career ended in 1978 and he was back in the minors in 1979. That caused me to reclassify myself as a mediocre pitcher at best when compared with contemporary players like Dave. It is still incredible to me that Dave did not have a long and successful pitching career in the majors.

Fortunately for Dave, he educated himself and became knowledgeable about the mechanics and psychology of pitching which allowed him to work as a pitching coach and manager in the Los Angeles Dodgers farm system after retiring as a player. He eventually became pitching coach for the major league team in 1995. Orel Hershisser and Pedro Martinez, among others, give him credit for developing their talents. He moved around a bit as a pitching coach and in executive positions for the Dodgers, Mets, Red Sox, Braves, Astros, and Mariners until retiring in 2016. He was pitching coach for the Red Sox in 2004 when they broke the "Curse of the Babe" and won their first World Series in 86 years. It was nice to see him on TV during conferences on the mound and pitching changes during the playoffs and series. He was also the pitching coach for the US Olympic Team that won a silver medal in Japan in 2021. So, he had a successful baseball career, but not the one he dreamed about when we were high school kids.

While my eroding high school baseball skills caused a diversion in my dreams as well, owning

and running a successful engineering business for 26 years was a nice consolation (but not as exciting as striking out Dave Ford in front of his mother).

**LAST AT BAT (ME):** Whenever I think about the 2022 baseball season, and in particular the Phillies magical division and National League championships, not to mention their World Series run, I'll fondly remember the Merluzzi color commentary. And I'm hoping that this coming season brings with it more of the same. Play ball!

**POSTSCRIPT (Extra Innings):** While this article was in preparation, I asked Paul for a photo of him in full pitching regalia. Of course, he responded with the image above which is appropriately vintage, or as we car enthusiasts might say, "has Patina". In any event, I just have to pass along his play-by-play which accompanied the shot. Here it is:

Despite the fact that my mother attended every baseball game I ever played, from grade school through high school ages, I have only one picture (circa 1960) and it is a bit fuzzy. If my dad had been at the games, we would have had more (he had a Rolleiflex Twin Lens camera that he used frequently). But he owned a liquor store and worked 9:00 a.m. to 9:00 p.m. six days a week. The picture shows me accepting some type of award from our coach, Don Mobilio, and CYO advisor, Father Stanley Abugel.

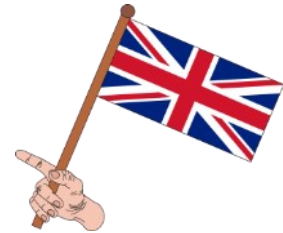
As a side story, one that may help make the main story relate to cars, Fr. Abugel knew I was a motorhead and loved cars - but I could not afford any car for which I had a desire to own. Even worse, my current ride was my dad's 1958 Rambler (not exactly a girl magnet). So, Fr. Abugel was always trying to fix me up with girls in the parish. If I asked one of them out, he would let me use his brand new silver Oldsmobile Rocket 88 on the date. My parents never knew.

*(Editor's Note: Nice, Paul-and confession is good for the soul, as I'm sure Fr. Abugel would agree. As both of the senior Merluzzis have since gone to glory, it is now safe to reveal this secret to the motoring, and baseball loving, public.)*

---



## 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>





# K&T VINTAGE

SPORTS CARS LLC

Ken Beck, Owner • Bethlehem, Pa.

Restoration & Repairs • Jaguars a Specialty



1958 XK150 Restored by K&T Vintage

[www.ktvintagecars.com](http://www.ktvintagecars.com)  
484-281-8085



## *Slice of Heaven*

Moss is the source of quality parts designed to preserve the spirit of true motoring excellence.

HELPFUL CUSTOMER SERVICE

KNOWLEDGEABLE TECH SUPPORT

INDUSTRY-LEADING 2-YEAR WARRANTY

QUICK EAST & WEST COAST WAREHOUSES

800-444-5247

Visit us online at [MossMotors.com](http://MossMotors.com)

### Full Service Restoration Facility

Frame Straightening Including "E" Type Body Shell

Panel Shop & Structural Wood Reworking

Electrical Work / Fuel Injection Fault Diagnosis

High Quality Refinishing a Specialty

Upholstery Shop

Engine and Driveline Rebuilds

Comprehensive Maintenance on Later Models

*Servicing at the Same Location Since 1967*

## Jaguar



**Lindley Motors**  
**10 South Sanatoga Road**  
**Pottstown, PA 19464**  
**610-326-8484**

# **JAGUAR F-PACE SVR**

---

# **EDITION 1988**

**1 OF 394 WORLDWIDE**



**AVAILABLE AT JAGUAR WILLOW GROVE**

**215-443-5900**

**900 S. YORK RD.  
WILLOW GROVE, PA  
19090**

**[WWW.JAGUARWILLOWGROVE.COM](http://WWW.JAGUARWILLOWGROVE.COM)**



# 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: Renewing or 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 (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: \_\_\_\_\_



**Annual Dues:**

Full Members receiving electronic copies of Purr newsletter \$75.00

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

Youth Enthusiast \$35.00

If paying by check:

**Please make your checks payable to DVJC**

**Mail to: Jim Sjoreen, 920 Ivycroft Road, Wayne, PA 19087**

Jaguars Owned				
Year	Model	Body Type	Color	Memo

**Emergency Contact Information**

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

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

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

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

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

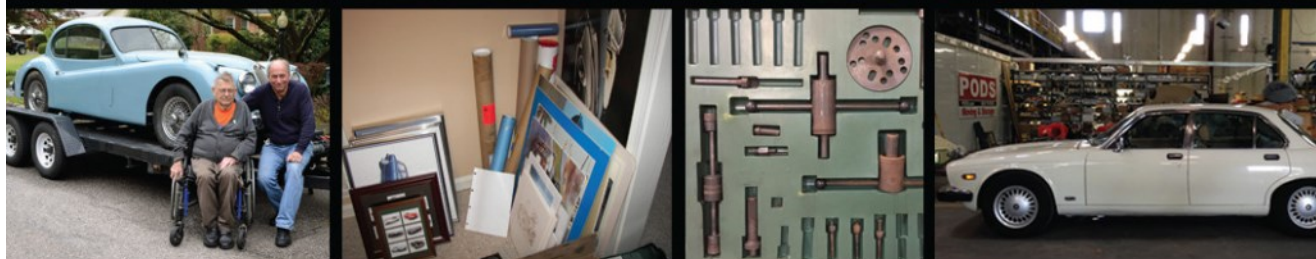


Now Accepting Donations

## COVENTRY FOUNDATION

Donate Today

- Classic Jaguar® cars
- Parts
- Memorabilia
- Literature
- Monetary Donations



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



KEEPING YOUR *iconic* JAGUAR ON THE ROAD SINCE 1965

WELSHENT.COM  
1-800-875-5247 DOMESTIC  
+1-740-282-8649 INTERNATIONAL

NEW, NOS, OE & USED PARTS FOR ALL  
JAGUAR MODELS FROM 1947 TO THE PRESENT



---

# JAGUAR WEST CHESTER

---

1330 Wilmington Pike, West Chester, PA 19406  
610.436.0600 [JaguarWestChester.com](http://JaguarWestChester.com)



Treat Yourself to the Luxury and Performance You Deserve