

The Jaguar's Purr©

Is an official publication of

THE DELAWARE VALLEY JAGUAR CLUB

A chartered, non-profit corporation

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May 2023

Another Great Lunch



On Sunday, April 16, 2023, members of the Delaware Valley Jaguar Club gathered at the Springhouse Tavern for their monthly lunch. The fine weather brought out members in their cherished Jaguars. Attendees are seen above gathered around Alex Cole's beautiful 1938 SS. It was great to have Paul and Irena Merluzzi in attendance. Thanks to new DVJC member Alexander Agapov for the photos. Photos from the event are available on the web site www.delvaljaguarclub.com.

You Won't Want to Miss the 2023 DVJC Spring Fling!
See Details on Page 7
Register to Attend By May 15th at delvaljaguarclub.com



It's Never Too Late to Renew Your Membership

It's time to renew your membership in the Delaware Valley Jaguar Club. Payment can be paid by credit card, debit card, or PayPal by using the DVJC Web site at <https://delvalijaguarclub.com/>. Members are encouraged to use the Web site for membership renewal. DVJC members using the Web site for the first time should click on the BECOME A MEMBER tab. Detailed instructions about signing up for Web site access are shown here. DVJC members with current access should log in to the site as normal. Click on the MEMBERS tab, select "My Membership Profile", and scroll down to "Renew My Membership." Detailed instructions will then be displayed. Members who opt for paying by check can submit payment directly to Jim Sjoeren or use the membership form [by clicking here](#) or referring to pages 44 & 45 to update information.

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issue

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another club)

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\$35.00 per year

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Upcoming DVJC Events

May 4, 2023
9:00 a.m.—1:30 p.m.

3rd Annual DVJC Golf Outing
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.
Register Now

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 7)
Ringling Hill Fire Company, Pottstown, PA
Contact: [Click Here](#) for more information

May 18—21, 2023

Pumpkin Run Rally
Millsboro Volunteer Fire Co., Millsboro, DE
Contact: Brian Craig, 215-483-5861 or www.northeastrallyclub.com

June 3, 2023
Registration Open

DVJC Concours d'Elegance (see page 19)
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



Your Monthly Bill *May 2023*



I did a double take when I drove past a golf driving range recently and saw this classy Series II XJ6L “reimagined” as a yardage marker. While it’s apparently been there for a while (RR tire flat and wheel sunken into the ground), no one has yet taken out the windows – even though it’s only 235 yards out from the tees. That’s incontrovertible evidence that DVJC’s crack golfers haven’t practiced at this range.

Elsewhere on the reimagining front, Jaguar’s chief commercial officer recently said, “We have radically reimagined Jaguar as a modern luxury brand. The key to Jaguar’s transformation is that the designs convey that they are a copy of nothing.” That sounds like a welcome return to styling differentiation.

The new vehicles will have an architecture unique to Jaguar. The first of three reimagined vehicles is a four door GT saloon priced around \$125,000 that will go on sale in 2024 for delivery in 2025.

Jaguar appears to have revised their electrification schedule. In an April press release their chief commercial officer stated that Jaguar will reposition the brand as an “electric first” modern luxury carmaker by 2030. This is certainly different from the prior target of being fully electric by 2025. I do find it interesting that Land Rover will continue to offer three power trains, traditional ICE, hybrid and electric, while we can infer that Jaguar will be all electric.

An electronic version of the **Jaguar Journal** is now available to all JCNA members on a trial basis. During this trial period, members can receive both the first-class printed version and the online offering. You can access the online version free of charge by simply following the registration instructions on page 40. Please [email me](#) with your opinion of the online version of the Journal.

Two factors were the catalyst for development of an electronic version of the magazine. The first of those is the increasing preference for online availability of periodicals. The second driver is the high and increasing cost of publishing a “hard copy” magazine. Paper, printing and mailing costs are expected to continue to rise at an increasing rate. Combined, those three expenses represent about 30% of JCNA’s annual spending for all reasons. At this year’s AGM, the JCNA board approved a recommendation to use a lighter weight paper in the interior pages of the magazine to capture a \$9,000 annual cost reduction.

Continuing with the publication theme, SNG Barratt offered free copies, upon request, of the magazine “Jaguar Collectors’ Edition – From Race to Road.” I have fifty copies and will offer them on a first come, first served basis to members attending our next several events.



The quarterly meeting of **DVJC’s Executive Committee** took place on April 11. In addition to reviewing regular reports (treasury, membership and club merchandise) and planning future events, the board confirmed its support for two special events. One is a charitable event, the Philadelphia Concours d’Elegance (more information later in this article). The board also recommended that our club offer to host the 2025 Jaguar Clubs of North America Annual General Meeting. This gathering includes representatives from all clubs across North America.

Like many other clubs, typically only fifteen to twenty percent of our members are regular participants in club events. During the “membership” section of the agenda, we discussed ideas for ways to encourage more members to become active and acquainted with each other. Paul Merluzzi reminded us that hosting the 2015 JCNA AGM had a notable, positive impact on the vitality of DVJC and recommended that we consider hosting the 2025 meeting. The benefits of hosting the AGM far outweighed the commitment of time and effort contributed by club members to organize the meeting. People from other JCNA clubs continue to share positive comments about our 2015 meeting,

Your Monthly Bill

May 2023(continued)

fully eight years later! I have advised the JCNA Executive Committee of our offer to host the meeting. We will begin work to develop a program outline and formal proposal for approval by the JCNA board.



The next several weeks are packed with a variety of club events. First, there's a new upstart in the golf world – The DVJC “Open” Tournament. Nineteen golfers are ready to tame the Five

Ponds Golf links on May 4. Watch for the highlights on the Golf Channel, ESPN – and on our website.

As a change of pace, visit the Rough and Tumble Spring Steam Up in Kinzers, PA (near Lancaster) on May 13. [Register on the website](#) then drive your Jag on your own route to meet with other members at the entrance to the museum by 10 AM.

If you haven't already done so, be sure to register for the [Spring Fling - Pig Roast & Picnic Gathering](#) where we will celebrate the 75th anniversary of the XK120 introduction. This event has grown in popularity each year and it would be great to see continued growth in 2023. We have invited members of adjacent clubs to join with us this year. Those clubs include the Jaguar Touring Club (6 members registered so far), Nation's Capital Jaguar Owners Association and the Susquehanna Jaguar Club.



Judge training and testing has been completed and preparations for our signature event are well underway. Many “day of show” jobs still need to be filled by DVJC members. Please do your part to support this top-notch show by volunteering a few hours of your time on Saturday, June 3.

Our club has a history of supporting charitable causes through member participation and financial sponsorship of the PA America's British Reliability Run and annual financial sponsorship of the Coventry Foundation. Last year, several members donated to the Phil-A-Trunk food drive.

DVJC member Ian Krantz, reached out to me several months ago and proposed Jaguar as the “Featured Marque” at the 2024 **Philadelphia Concours d'Elegance**. This charitable fundraiser supports research and care for children born with rare genetic diseases. This is NOT a resource intensive effort for DVJC. Entering cars in the show and organizing a parade of cars to enter the display field are the main ways we will participate. Please see page 10 for information on this year's show and the request for volunteer help. [Volunteer sign-up and additional links can be accessed on our webpage.](#)

Although we need the rain, I'm sure you are anxious to get your Jaguars out of the garage and onto some dry roads. I hope to see you at our coming events.

Bill

Member Anniversaries

| Member | | Co-Member | | Join_Date | Years |
|-----------|----------|-----------|-----------|-----------|-------|
| Alfred | D'Orio | Christine | D'Orio | 23-May-02 | 21 |
| Alex | LaRoche | Ana | LaRoche | 17-May-03 | 20 |
| Dmitri | Lubyshev | Tatiana | Lubysheva | 13-May-09 | 14 |
| Christian | Huber | | | 29-May-12 | 11 |
| Max | Sandler | Kate | Foster | 15-May-15 | 8 |
| Ian | Krantz | | | 17-May-19 | 4 |
| Mark | Kogan | Jennifer | Kogan | 28-May-19 | 4 |
| Tony | Maxwell | | | 21-May-21 | 2 |
| Larry | Sipple | Cindy | Sipple | 14-May-22 | 1 |

Only 3 Weeks Away! Sign Up Now!!



DVJC Spring Fling 2023
Saturday May 20th 11:30 – 3:30



Ringling Hill Fire Company
Pottstown, PA

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

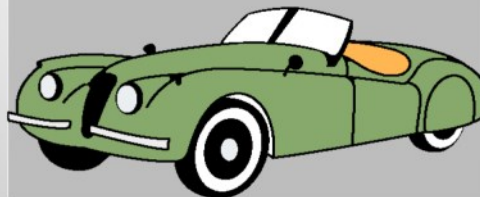
BYOB Cocktail Hour
Casual Car Show



Pig Roast BBQ

Jaguar XK120 Birthday Cake!

\$25



per Person

Bring Your Jaguar to Celebrate
You Must Register to Attend By May 15th at the
DVJC website delvaljaguarclub.com



Membership Musings

May 2023

By: Tony Tinari



The artwork above, of an XK 120 sporting its iconic bonnet in British Racing Green, is my shameless attempt to draw your attention to one of our DVJC marquis events in this merry month of May. At our Spring Fling on May 20, we'll be celebrating the 75th anniversary of the introduction of that model. A great excuse for a party in my humble opinion, and I hope to see many of you that day at the Ringing Hill Fire Pavilion in Pottstown, PA.

theless there were those enthusiasts who believed they could improve upon the design. Pictured below is a rather peculiar version which many of us saw in the "vault" of the AACA Museum at our event there in April.



Futuristic design: the 1955 "Flajole."



A couple of XK 120's competing in the 1952 Race of Champions at Silverstone.

The XK 120 of course spawned a marvelous series of Jaguar XK sports cars right up until the introduction of the much heralded E-Type in 1961. While the venerable XK will always be a classic in its own right, as well as for what it did for racing and Jaguar success in particular, never-

Starting with an XK 120 chassis and engine, an independent industrial designer, Bill Flajole, created a custom coupe he called the "Flajole Fore-runner". Flajole's objective was not to transform the automobile market, but simply to promote his design company. He apparently succeeded with such then forward looking elements as headrest bucket seats, retracting plexiglass roof, and contrasting color fender coves (think 1958 Corvette).



Original, unmodified, iconic: XK 120 grille.

This got me thinking about how people modify or replicate automobiles, and Jaguars specifically. Oddly enough, it happens that a rather interesting (to me at least) legal decision was handed down during the month of April 2023 which involves two converging interests of mine, classic Jaguars and intellectual property. As a former litigator (some would say, a “recovering” litigator) I was captivated by the news that after five years of litigation a Court of Appeals in Stockholm, Sweden had overturned a verdict in favor of Jaguar Land Rover against retired Swedish car designer Karl Magnusson and his wife, for copyright infringement based upon their fabrication of a replica Jaguar C-Type. The lower court had held that the Magnusson’s replica was violative of copyright protection of the C-Type shape, ordered the replica to be destroyed, and held them liable for over a half million dollars in JLR legal fees. (In Sweden, the prevailing party pays everyone’s legal costs, unlike in the U.S. where usually everyone pays their own.)

On appeal, that decision was reversed with the court finding that EU copyright law allowed for private use of a copyrighted item. It also tagged JLR with the legal costs of the Magnussons, now approaching one million dollars.

It probably did not help matters that the Magnussons planned to build two more C-types for resale. This is certainly not the first time that a premier automaker has faced an issue of this nature. One notorious example in the 80’s is the California company Alpha One which used a Datsun Z car as a base for replicating the legendary Ferrari 250 GTO. Ferrari shut that down, but not before roughly 100 examples were produced. This practice is not limited to luxury vehicles, or to threats of commercial sale. As recently as 2021, an individual hoping to import for a friend a VW style Kei van from Japan, with retro body and a big VW badge, had the vehicle seized and destroyed by U.S. Customs and Border Protection after VW determined that it was indeed counterfeit.

Understandably, JLR takes the protection of its intellectual property very seriously. Nevertheless, in my experience litigation, particularly intellectual property litigation, is rarely efficient

and never inexpensive. There is also a substantial concern about reputational damage. In a press release following the decision, Magnusson observed that there are thousands of other C-Type replicas in the world and stated, “What’s worse is that Jaguar, with its heritage and position, chooses to put its entire trust at stake and make itself infinitely unpopular in the classical car community, which they themselves benefit from.”

While that last statement may be a bit of hyperbole, one has to wonder why there could not have been some sort of licensing deal worked out here which would have saved both sides quite a bit of money and lots of aggravation, not to mention respecting both the Jaguar copyright and an enthusiast’s passion for the marque.



Out and about: An XK 120 enjoying the scenery.

In any event, if anyone out there is working on a Jaguar replica, perhaps this is a cautionary tale. Meanwhile, we are about to hit the stride of the car show season, for which we wait all year. Like the silver classic pictured above, I trust you are all out and about, hopefully in Jaguars, enjoying springtime in the Delaware Valley.

Happy May Motoring,

Tony

I can see the future



... and in 2024,



JAGUAR

is the Featured

*Marque at the Philadelphia Concours
d'Elegance,*

a two-day event that benefits the Children's Hospital of Philadelphia (CHOP) and [by providing help and hope to children with rare genetic diagnoses and their families, and to support research that will identify the best possible treatments.](#)

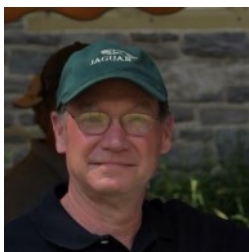
This is a "3 for 1" deal:

- DVJC member Jaguars will be showcased along with other noteworthy examples,
- Support a worthwhile charity through your attendance and volunteer support,
- Enjoy a two-day event at the Simeone Foundation Museum.

[Check out the photo gallery of past years' events.](#)

What you should know about 2023:

- Porsche is the featured marque.
- You can apply to show your Jaguar in the car corral.
- DVJC is NOT organizing and running this show. The Philadelphia Concours has an infrastructure in place to do this.
- DVJC members are encouraged to help fill "day of event" volunteer needs working alongside Penn students, CHOP volunteers and staff and other people who recognize the positive impact of this charity on children and their families. Check our website to [learn more about the good work of this charity and indicate the areas where you would like to help](#)



Speaking of Things Jaguar - May 2023

By Paul Trout

JLR Changes Its Name to....JLR

Just when you thought the situation with Jaguar and its step-sibling Land Rover couldn't get any more confusing; it did. Jaguar Land Rover, the car manufacturing company formed when Ford pushed the last remaining pieces of its defunct Premier Auto Group together and sold them as a package deal to Tata, announced recently that the "Land Rover" piece of Jaguar Land Rover would be no more; the end of the line for Land Rover. The name of the "umbrella company" will be JLR which is what everyone called Jaguar Land Rover anyway. Ok, so that worked for IBM, AT&T and others. BUT, converting their names to acronyms did not make AT&T less American or IBM less international. In the case of JLR, Land Rover is actually going away as a vehicle brand; after 75 years! Jaguar without a sports car after 75 years and Land Rover ceasing to exist after the same seven and a half decades! There should be rioting in the streets of London! But wait, there's more, so much more.

In actuality, only the name "Land Rover" is going away, then again; maybe not. All three of the Land Rover models that currently carry the Land Rover brand name preceding their model designation will remain as individual brands. Essentially Range Rover, Defender and Discovery will be separate companies under the JLR umbrella. Sensing potential upheaval, JLR further "clarified" that the name "Land Rover" would not completely disappear, but rather retained as a "Trust Mark". The oval Land Rover logo may still appear in various locations on the former Land Rover models.

As JLR now becomes a house of brands, Jaguar, instead of being one of two will now become one of four companies; Jaguar, Range Rover, Defender, and Discovery. It's hard to say, at this point, if this means more or less autonomy for Jaguar. I vote for more. This restructure is, of course, all part of the Jaguar Land Rover "Reimagine" strategy started under former CEO Thierry Bolloré, who resigned after less than 18 months. Reimagine is now under the stewardship of interim CEO Adrian Mardell.

The impact of the transition of Jaguar Land Rover into JLR as a house of brands on the current Jaguar Land Rover dealer network has yet to be seen, but all indications are that it will not be good or welcomed. JLR has already announced a reduction of dealerships in Europe from 80 to 20. Several dealerships in North America have already been notified they will become "service only" stores. As if things weren't bad enough with two separate showrooms under one roof, expanding to four separate showrooms with three of them potentially competing is unlikely. JLR has also suggested a move to a "three click" on-line sales model. Will surviving former Jaguar Land Rover stores become simply delivery and service points?

While the JLR announcement went into further detail regarding the future direction of the three former Land Rover models, I prefer to focus on what the announcement revealed about the future of Jaguar. Apparently there is not only a plan, but there is a name for it: "Project Renaissance". The Renaissance has Jaguar dropping its entire existing line of cars and restarting from ground zero with a £1.3 billion investment from their giant parent company Tata. According to the plan, Jaguar will emerge from this Renaissance reborn, with an all-electric line of cars that will redefine luxury. Behind a curtain of radio silence for the past eighteen months or so, there has actually been quite a bit of activity at Jaguar according to Gerry McGovern, JLR's Chief Creative Officer. Gerry stated, at the onset of a recent interview with Autocar magazine, that he feels honored to be leading the rebirth of "*a brand as loved and cherished as Jaguar*". He went on with a vow to return Jaguar to its former glory as a "*true British luxury brand*". In describing Jaguar's future line of electric luxury cars Gerry suggested the designs would be as shockingly imaginative as the E-Type and the XJS were at their introductions. He explained: "*The E-Type in its time looked like it had dropped from space. The XJS was equally compelling and a copy of nothing. It started again and didn't copy the E-Type. The designs of current Jaguars aren't bad. The strategy was more one of universal appeal and chasing more mainstream premium, which made the cars more normal. We want to*

Speaking of Things Jaguar - May 2023 (continued)

go back to the old philosophy. It's a complete reimagining." McGovern ruled out any suggestion of retro styling, rather evoking the mantra and philosophy of Sir William Lyons; the styling of future Jaguars will be *"a copy of nothing."* McGovern shared a brief, blurry video clip as a teaser. There may have been a bit of tail light discernible.



Starting in 2025, Jaguar will launch three new all-electric luxury automobiles at a rate of no more than one per year. For the design, McGovern divided his design group into three teams for an internal competition to create a family of future Jaguars based upon four pillars of design philosophy: exuberance, fearlessness, uniqueness, and progressiveness. Perhaps this is the Grace, Space and Pace of the twenty-first century. He further added *"Jaguars need to have a jaw-dropping moment, a sense of wow."* Across the three teams, eighteen full scale models were built. The winning team had created just three. Those three designs were selected unanimously by the other teams, according to McGovern, with no debate. These three designs have not only charted the path forward for Jaguar; they are the future of Jaguar. The designs are already in advanced stages of refinement. The first to be launched will be a four-door GT which has already begun virtual testing. McGovern told Autocar that prototypes would be on the road being tested before the end of this year with the car to be revealed in 2024. There have been several speculative renderings floating about the internet. I've shared a few.



The 2025, yet to be named, Jaguar electric four-door GT will be built on Jaguar's new electric vehicle (EV) platform, Jaguar Electrified Architecture (JEA), and will be the most luxurious and most powerful production Jaguar to date. It will be all-wheel drive which means at least two electric motors providing in excess of 575 horsepower. A range of 430 miles on a full charge is anticipated. A 200 mile charge is targeted at 15 minutes. These are World class specifications in 2023; in 2025 maybe not. The starting price will be around £100,000 (\$120,000).



According to McGovern, *"the first model will shock; the subsequent two will reinforce the design, clearly all of the same family"*. Speculation has the second and third cars as crossovers, though that has not been specifically mentioned, still leaving some hope for a sports car.



So, we have some encouraging insight into the future of Jaguar. There are still many questions and concerns that only progress of the Jaguar Renaissance project will address. Jaguar has literally

Speaking of Things Jaguar - May 2023 (continued)

“bet the farm” on an electric vehicle (EV) future and has completely abandoned the internal combustion and hybrid present. None of the existing Jaguar models, including the all electric I-Pace, are part of its future. No new cars until 2025; potentially two years away. There is more than a little risk in that proposition. Most other car companies are introducing electric models as fast as they can, but they are not abandoning their internal combustion engine powered (ICE) and hybrid powered cars. Why? Because most people are still buying them. Why? Because the value proposition of an EV for the average consumer is not there yet. Legislators and environmentalists are pushing electrification faster than the consumers, infrastructure and environment can adapt. EV cars are more expensive than ICE cars with similar value. Even though more charging stations are showing up each day, they still aren’t everywhere they are needed. People who live in urban homes without driveways or garages are unable to charge their cars at home unless they can secure a parking space directly in front of their home and are willing to accept the liability risk of running an extension cord across the sidewalk. The country’s power grid is already over taxed and in need of upgrade without the increasing burden of home and commercial rapid chargers. There are serious safety concerns surrounding the batteries that provide EV power. Not only concerns regarding fires while charging and operating, but for the safety of EMTs, firemen and other first responders to crashes involving EVs. While the environmental impact of lower carbon dioxide emissions from EVs, especially in urban areas, will undoubtedly be significant, there is perhaps an equal counter environmental impact from the mining of the substances required to manufacture the batteries as well as the overall battery manufacturing process. I don’t know how much, if at all, these concerns and issues will diminish in the next two years, but I think there is equal potential for some to be addressed making the EV market stronger with a broader appeal or for the number of EVs on the road to reach a point where the impact of these issues significantly inhibits their marketability.



That said, I’m trying to be excited about Jaguar’s future. Most of you who know me are aware that I am not an EV fan. I have to admit, shallow as it may seem, it’s all about the sound. The sounds made by internal combustion engines are music to my ears. Cars that whirl don’t excite me. However, I have softened a bit recently. Largely with respect to both the performance and freedom of design EVs can offer. One hundred percent torque at zero RPM is a confusing concept, but when you push what used to be the “loud pedal” to the floor in an EV that confusion evaporates with instant and astounding acceleration. The freedom of design that is afforded by not having to work around an internal combustion engine and its associated cooling, exhaust and drive train systems is almost limitless. The combination of awesome power and design freedom has the potential of producing performance cars beyond our current imagination. Perhaps there is something to this Reimagining Jaguar. Perhaps this four-door GT with shocking design and eye watering power will cause me to get over the lack of that Jaguar sound. Until then, as I like to suggest to our members, I’m going to enjoy my Jaguars and the wonderful sounds they make.

Enjoy Your Jaguar!

Paul T

You Won’t Want to Miss the 2023 DVJC Spring Fling!
See Details on Page 7
Register to Attend By May 15th at delvaljaguarclub.com

A “Mark” of Excellence

By: Tony Tinari

One of our two calendar cars for the month of May is my 1961 Jaguar Mark 2, presented in its original livery of British Racing Green with Tan Leather interior. The calendar photo is one which I took during the DVJC Spring Fling at Pottstown, PA in May 2022. The Mark 2 happened to be parked beside Joe Lorini’s beautiful 1967 Willow Green 420 Sedan, in front of a stand of trees in full spring shades of green. Together, basking in the partial sunlight, these grand old gentlemen “Saloon” cars seem to be enjoying what might well have been a 1960’s picnic outing.

The Mark 2 was a breakthrough model for Jaguar, and arguably the first true “sport sedan”. In its day, it was the fastest production sedan available, being the preferred automobile for both police and bank robbers alike. Many people recognize it as the co-star of the British detective drama television series *Inspector Morse* based upon a series of novels by Colin Dexter.

From the chassis number and information from Jaguar Heritage, it is known that this particular automobile was dispatched from the Jaguar factory on October 11, 1960, registered in Coventry as 7213 DU, and sold to one Glenn R. Smith, a U.S. Air Force Staff Sergeant then stationed in Shefford, Bedfordshire (U.K.)



Sergeant Smith procured the vehicle through Murkett Brothers Limited, High Street, Bedford, a longstanding and duly authorized retailer of Jaguar automobiles. Murkett Brothers itself has a long and storied history and continues to this day as a

broker of fine automobiles. At the time of purchase, it was a common and expected practice for authorized Jaguar dealers to affix a metal plate in an inconspicuous place on the vehicle. This example was delivered in the U.K. (albeit with left hand drive); hence the plate was riveted to the threshold of the right side front door—which would have been standard for U.K. right hand drive vehicles. The automobile still proudly bears this attractively rendered permanent plate with its distinctive and stylized Murkett Brothers script, which has survived restoration in perfect shape. While this feature may result in points deducted under JCNA judging standards, to me it is an indispensable piece of the vehicle provenance.



The Dealer Plate

Handled as a Personal Export Delivery via the U.K. Exchange Service, the Mark 2 was shipped to the U.S. by Sergeant Smith at the conclusion of his overseas tour of duty. It then spent the next twenty-five years in the dry western states, helping to explain why the chassis and body were so well preserved.

In the mid-80’s the car was purchased by an antiques dealer in Toledo, Ohio, from the widow of the original owner in Nevada. Several intervening changes of ownership resulted in extensive maintenance and detailing, as a result of which the vehicle placed well in regional and North American JCNA Concours competitions, winning its class on numerous occasions in the 1990’s. In 2014, and then in need of mechanical and cosmetic refreshing, the Jaguar was acquired by Kriss Motors of Waltham, Massachusetts, which undertook the final multiyear complete restoration.

A “Mark” of Excellence *(continued)*

It is notable that the Mark 2, 2.4 Litre model, was never sold originally in the U.S. This one, which retains the matching numbers 2.4 Litre engine it was born with, is therefore something of a rarity here in the States. Most of the surviving Mark 2 models have larger engine displacements of 3.4 or 3.8 Litres. Nevertheless, I can assure you that the 2.4, equipped with four speed manual and over-drive, is plenty fast and a delight to drive.



Smaller but mighty 2.4 Litre engine.

While I have always appreciated the classic and sculptural, but yet forward leaning coachwork of the Mark 2, it's the interior which makes this automobile a true time capsule. Generous amounts of lacquered burled walnut house an assortment of analog gauges and toggle switches galore. The interior seating surfaces, door cards, console and rear deck are rendered in “New Tan” leather (Skinner, U.K.) which, not so incidentally, contributes a certain scent of British culture. It's like sitting in your favorite booth at a proper English pub.



Inside the Time Capsule.

Despite the provenance and period looks, in a nod to the present century there have been a few, and certainly non-original, upgrades. For example, the former radio speaker screen area now accommodates an Alpine stereo headset, which also features GPS navigation, Apple CarPlay®, an iPhone jack, and a backup camera. Over-restored? Perhaps so, however I feel confident these amenities would have been included in the Jaguar premium small saloon if only they had been available in 1961.



Not exactly Lucas electric here.

I'm currently addressing a few “authenticity” details as the show season gets underway. I plan to show the Mark 2 at the Lewes British Car Show on May 6 and of course at our DVJC Concours on June 3. It has also been invited to appear in the Philadelphia Concours at the Simeone Foundation Automotive Museum on June 23-24. In the meanwhile, it may be a frequent visitor at our regular monthly events!



Old car in front of even older house.

The Bride's Car

By: Joe Lorini

A mechanical (and life) improvement story.

(the first installment of this article appeared in the January 2020 Jaguar Purr)

This story begins WITHOUT a car or a bride. What I had was a rented two-car, free-standing garage in an alleyway in Malvern that was located behind a duplex (this becomes important later in the story). In one bay was my lonely TR6, begging for a garage mate to inhabit the second bay (preferably of the same nationality). Add to this my imminent retirement, with the promise of more time to tinker and drive (even in cold weather) and, voila, the obvious “need” for another car.

As an aside, at this point in my life, I had no spouse or significant other to act as the “voice of reason” to remind me of all the negative things about owning one old car, much less two.

Since only a closed car (sedan or saloon) would fit the “need”, I began the selection process and quest for candidates in at least #2 condition in my price range. These included: Alfa Romeo Berlina, Triumph 2000, Jaguar XJ6 (1st Series), Citroen DS, Volvo Amazon, MB 220SE, and Hummer Super Snipe (yes!). But wait, what is this? A Jaguar 420? Made in 1967-68, with a design that makes it look ten years older? With only 10,000 manufactured and only 5,000 of them as left-hand drive (ah, the challenge of rarity)? With running gear and powerplant of an E-Type? That's my car!

After six months of consulting all available sources and numerous “site visits”, I found the 1967 420 Saloon you see in your May Jaguar Club calendar. Only 66K miles; solid, rust free West Coast car; runs and drives great! (“let's buy it!”). Now I had a car for each bay, of the same nationality (and the Jaguar's magnanimous will-



Tailgating at Toughkenamon Polo Grounds..

ingness to overlook class distinctions) to drive in any weather as I retired a happy bachelor.

Ha! Not surprising to some of you who have been through this, my enthusiasm and limited evaluation skills clouded the need for a LOT more mechanical work than I anticipated. Then there was the chance meeting of the woman who lived in the (aforementioned) duplex, which changed EVERYTHING.

But that is to come later in our story. First, there was just the car and it's owner and a 420 in need of improvement.

This is the account of that improvement project BEFORE the woman in the duplex entered the scene. Because of the expert

work they have done maintaining my TR6, I chose Ralph and Art at Cloverleaf Auto to evaluate what was needed and to do the work on the 420. I stayed actively involved by doing the tasks within my ability without making a nuisance of myself. I will account for the activity in crib-note style so as not to bore you with too much detail. So here goes:

Purchased May 2019 from a Dallas, TX dealer and shipped to Malvern.

Shakedown drive by Ralph of Cloverleaf Auto Service: I knew I was in trouble when he got out of the car with his head down: “You have no second gear (Borg Warner automatic) and the front end is floating like a dingy on the ocean” (or something to that effect). “But the car is solid and the paint is nice” (make the customer feel better about SOMETHING).

First stage: rebuild front suspension and brakes; reinforce front frame extensions; bring vehicle to transmission shop for rebuilding (new flywheel too). Plan to rebuild rear suspension and R&R brakes in near future.

The Bride's Car (continued)

All is well for a while; driving around and waving to onlookers; even took it on a Triumph Club retiree drive (DVTR members are very welcoming of other marques).

Then the annoying “ticking” and lowering oil pressure and oil leaks around the head gasket.

Analysis: some moving parts in the head are likely worn or out of place; head gasket needs to be replaced.

Second stage: I can't tolerate the ticking and the suspect oil pressure, so let's rebuild the top end

Head is removed; then (you can guess the rest); “well, there is a lot of carbon and some wetness on the piston domes”; “we can do the head and put it back on and it will probably run for a long time”. Not my idea of happy motoring.

Third stage: let's go all in for an engine rebuild while the car is in for the rear suspension and brakes (the “near future” had arrived); “oh, and the radiator is a cloggy mess...”

Analysis: “about that wiring...” “looks like someone used a LOT of electrician's tape to re-route or otherwise re-wire (was there an electrical fire some time?)”. Do we put a new engine in and hope for the best with the wiring? Do we do it later at twice the labor cost? I don't think so.

Fourth stage: order wiring harness for UK (12 week wait: you know, Covid-related order back-ups and all that).

Fifth stage: while the interior is half out, let's pull out the dash so I can refinish it.

While waiting for the engine to return and wiring harness to show up, I had the car towed back to my garage (you know, the one behind the duplex). There (during several quarantine months) I set about doing all the little (fun) things I could do: degreasing, cleaning and painting engine bay components, bead blasting then sending headers to Jet Hot for refinishing, stripping repairing and refinishing wood veneer on dash pieces; disassembling and cleaning the Smiths gauges; sending Tach out for recalibrating and clock for con-

version to quartz movement; performing a few little vinyl repairs; having the front seat cushions restuffed; sitting in empty engine bay for days on end degreasing and cleaning the “visible” surfaces; painting the engine bay (the visible parts anyway); rejoicing when my Florida friend and MK III expert offered to rebuild a latch that was broken on the rear vent window mechanism which cannot be purchased (you can never have too many of these friends).

Now while I was doing all these things, with the garage doors up (it was warmer weather), in the doorway there appeared a very attractive woman. She was friendly, I was wary. She lived in the duplex in front of the garage and “just happened” to be passing by. More frequent encounters occurred in the form of bringing me some homemade iced tea (well, it WAS hot in the garage and I had not brought water with me). These encounters happened to my surprise whenever I was in the garage with the doors open. (later she was to admit that she could see the garage door light come on from her kitchen window). Well, one thing led to another, and a first date in the TR6 and then, and then, and then a proposal!! And a wedding date, and a need for a grand entrance at the venue, thus a need for the 420! Ah ha! THAT'S why I bought it! Oh, no, it's still in pieces without an engine, and we have 6 months to “I do”!

I went immediately (well, I waited a day after the proposal) to Cloverleaf. Can we get this (HAVE to get this) done by May?? I also said that he would be invited to the wedding (clever of me, huh?), all the guests (especially my bride's older Irish brothers) were told she would arrive in style, and they would be “very disappointed” in him should the 420 not be the bride's car. (At this point, I was not above a veiled threat).

I can report that Ralph was sympathetic (and not the least bit intimidated). He and Art got everything put back together, in perfect running order and in time for the wedding day. Since then, it has been put to regular use in tailgating at polo matches, going out to dinner with friends and drives in the country. I now have much more than I expected: a car I can enjoy and a loving wife to enjoy it with me.

The Bride's Car photos



Refurbishing rear suspension and brakes.



Art meticulously following the workshop manual diagram to install the new wiring.



Rebuilt engine ready to install.



Condition of the pistons et al when head was removed.

DVJC May 2023 Calendar Cars



1961 Mark 2

1967 420



A JCNA Sanctioned Concours d'Elegance

Hosted by the Delaware Valley Jaguar Club

Pre-registration required for All Divisions & Classes

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

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

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

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

e-mail: mailto:concours@delvaljaguarclub.com

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

CMoE Information Hotline: 267-258-7071

DVJC Concours Registration Form, Divisions and Classes on reverse side

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

(www.historichopelodge.org)

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

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

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

Registration Form for DVJC Concours d'Elegance 2023

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

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

Name _____ Phone Number _____

Address _____ e-mail _____

City _____ State _____ Zip _____

JCNA Number _____ Club _____ VIN _____

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

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

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

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

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

Signed _____ Date _____
Signature of Jaguar Owner

Request for Concours Volunteers

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

Jim Sjoreen, Concours Chairman

April showers, May flowers and Jaguars...it's that time of year. It's also the time when preparation for our annual concours shifts into high gear. Several members have responded to the call for volunteers and training "school" for the judges is now complete. The need for volunteer support remains a priority and an email with a detailed list of open positions will follow on the heels of the release of this month's Purr.

At this month's planning meeting at Hope Lodge, a walk around the grounds revealed just how busy the Friends of Hope Lodge have been to restore the property after the hurricane of 2021. Holes have been filled, brush piles have been cleared and new trees have been planted. Weather is always a wild card but the show goes on rain or shine.

For those new to the club, the three events are held on the grounds of the Historic Hope Lodge in Ft. Washington, PA and for 2023, the date is Saturday, June 3. DVJC's annual Concours d'Elegance is one of the club's signature events and brings together a wide range of Jaguar cars to be viewed and/or judged in this JCNA sanctioned event. Ales & Petals, sponsored by Hope Lodge, includes food, beer and music available in the gardens surrounding the home. Combined with the more than 150 British cars and motorcycles registered with the CMOE, there is something for everyone.

The concours and CMOE are also opportunities for members to show their support for the club, both through registering their cars and volunteering. Those who have participated in the past know that it takes dozens of volunteers to make it happen and we've been fortunate year after year with members stepping up to help. Volunteers receive free admission, a lunch allowance and the fee to display a Jaguar is waived. Jay Greene and Greg Morrison are leading the effort this year and need your help. Please review the positions in the document that are still open and send me a note or call to let me know that you're willing to help. It's a small time commitment and we can't host a successful show without your efforts. If you have any questions, please don't hesitate to contact one of us.

Thank you for supporting your club!

Jay Green: email jaygreenphoto@mac.com phone (302.593.0448)

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

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



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



Capture a Jaguar.

The Jaguar E-type is a glorious thing to have and to hold.

No ordinary motor car this. But a creature of fire and spirit, whose every movement is pure poetry.

For all who have eyes to see, the Jaguar E-type is a classic piece of sculpture and was cited for excellence of design by the Museum of Modern Art.

But for those with both eyes and insight, the classic Jaguar styling is only the outward sign of an extraordinary sophistication beneath the surface.

The E-type's steel monocoque body is of the type used in advanced racing machinery.

The power-assisted four-wheel disc brakes (pioneered by Jaguar at Le Mans)

are ventilated in front and mounted in-board in the rear.

The fully independent suspension system matched to Dunlop SP 70 radials, provides a cat-like combination of grace and sure-footedness.

Power-assisted rack and pinion steering adds to the precision of handling and tracking.

And the silken smooth Jaguar V-12 aluminum alloy engine brings it all to life. It has only 326 cubic inches of capacity, yet it performs with a degree of smoothness and quietness that's more like a turbine than an internal combustion engine.

Of course, in the cockpit, you'll find a complete array of instrumentation and controls, plus a level of excellence in

workmanship and materials that is the hallmark of Jaguar.

So if you yearn for a sports car that has been a classic from the first, set your sights on a Jaguar E-type—the ultimate cat.

You'll find one lurking at your Jaguar dealer. For his name call (800) 447-4700. In Illinois, call (800) 322-4400. Calls are toll free.

BRITISH LEYLAND MOTORS INC., LEONIA, N.J. 07605

Jaguar



Recognizing 1974 E-Type Changes

By: "E" Alan Karpovitch

For the April 2022 edition of the Jaguar's Purr, I wrote an article about recognizing 1961 E-Type changes that happened in that specific year. I then wrote one article a month highlighting seven easily recognizable changes to each model year. This May addition article is the closeout article of the series. If you missed any, all older copies of the Purr are still available on the website. Also I summarize the colors that were available on the Series 3, list all E-Type production numbers, and end with some E-Type trivia. It was a wild ride!

Series 3 OTS LHD production ended June 1974, with chassis number UE1S26120. Production was tailing off in 1974, but to help sales that fact was not being advertised.

OTS RHD production ended with the last E-Type completed 14 September 1974. Note that the last 50 RHD cars were all painted black, except 1- the next to last car built was BRG. It was built special order for Jaguar collector Robert Danny and was chassis number 1S2871. The very last E-Type, 1S2872-registration HDU555 N- currently resides at the Jaguar Daimler Heritage Trust. These 50 final cars all got a plaque saying- "This is one of a special series of fifty right hand drive cars built to identify the conclusion of manufacture of the Jaguar E Type sports car." I have included a picture of one of the last 50 plaques, and also the plaque from the very last car, which was somewhat different.

It is odd considering the U.S. market was 85% of E-Type sales that the last 50 cars produced were all RHD. Odder yet is that someone in the U.S. did not order one. However I have heard U.S. sales were slow, and maybe even discounts were available for the cars still sitting in showrooms in early 1975.

The announcement of the end of production was delayed from the public until 24 February 1975 to assist in sales of the left over cars, and also because the XJ-S was not ready to roll out. Jaguar needed to always have a sports car in the line-up, after all!!!

Since 1974 only saw production of 1,869 E-Type cars, design changes were very limited. Engineering was concentrating on the launch of the XJ-S (coming September 1975), utilizing the same V12 engine with fuel injection.

MODEL YEAR 1974 easily recognized changes:

1) Starting August 1973 (after completing 3,236 Series 3 LHD OTS cars), North American cars had an additional prefix "U" (for U.S. specification),

followed by an "E" (for model year 1974) in the chassis number. (See reference 1, p159). Starting: LHD chassis- UE1S23240 (OTS).

2) Starting August 1973 (after completing 3,236 Series 3 LHD OTS cars), Nordel deformable energy absorbing overriders with no chrome were fitted to meet the U.S. 5 mile an hour impact regulations on front and rear bumpers. Nordel (which is short for NORTHERN DELaware-home of Dupont) is a trade name for an ethylene-polypropylene based synthetic rubber manufactured by Dow DuPont. This was the 3rd variant for the front bumpers on the Series 3. This added 5 inches to the overall length of the car. (See reference 1, p140 & reference 8, p28). Starting: LHD chassis- UE1S23240 (OTS).

3) Starting August 1973 (after completing 3,236 Series 3 LHD OTS cars), a complex sequential starting system was introduced requiring the doors to be shut, seat belts on, handbrake engaged, and gearbox in park or neutral, all before the engine would start. (See reference 7, p289). Starting: LHD chassis- UE1S23240 (OTS).

4) Starting February 1974 (after completing 6,518 Series 3 OTS cars), a high load coil and the OPUS amplifier/pick-up module were fitted and labeled "HIGH LOAD." Actually I neglected to mention in last months article for February 1973 starting with Engine 7S9679 the coil was relocated from the front right bank to further back. (See reference 7, p310 & reference 5, p680). Starting: engine number 7S16210.

5) Starting 1 April 1974 (after completing 7,500 Series 3 OTS cars), the fuel tank painted color was switched from black to grey. (See reference 7, p348). Starting: LHD chassis- UD1S25700 (OTS); RHD chassis- 1S2800 (OTS).

6) The last 50 cars (all RHD OTS) were dubbed the commemorative edition, and all were finished in black (except one), with a black removable factory hardtop, a cinnamon interior, and pressed chrome disc wheels. These 50 also had a special brass dashboard plaque engraved with the cars chassis number and Sir William Lyon's signature. (See reference 7, p289, p349). Starting: RHD chassis-1S2823 (OTS).

7) On 14 September 1974 (after completing 15,287 Series 3 cars) the OTS version was discontinued, principally because it did not have a roll bar to satis-

Recognizing 1974 E-Type Changes (cont'd.)

fy the U.S. safety bureaucracy. Only 13 cars were built in September 1974. (See reference 5, p492).
LHD chassis LAST OTS =UE1S26120,
RHD chassis LAST OTS =1S2872.

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.

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!

Before we leave the Series 3, I thought it might be fun to review paint options (or colours, as the Brits like to say). There were at least 19 colour choices offered (OK, that's the last time I will say/spell it wrong). Opalescent (op) is the British way of saying metallic. DB=Dark Blue. LB=Light Blue.

FB=French Blue. Blk=Black. Cinn=Cinnamon. Bis=Biscuit. MG=Moss Green. SG=Suede Green. Remembering there were 15,287 Series 3 cars produced, here are the paint color options listed by most popular, to least chosen, along with interior color options: (and cream is still a very popular color, although hard/impossible to distinguish between Old English White)

EXT COLOR QUANTITY INTERIOR

| | | |
|-----------------|------|-------------------------------|
| Silver/Grey | 2191 | Blk,Russet,DB,Red,FB |
| White/Cream | 1938 | Blk,Russet,DB,Red,FB,Bis,Cinn |
| Sable | 1609 | Blk,Beige,Bis,Cinn |
| Primrose Yellow | 1511 | Black,Biscuit,Cinn |
| Regency Red | 1511 | Blk,Beige,Bis,Cinn |
| Birt Rac Green | 1428 | Blk,Beige,Bis,SG,MG,Cinn |
| Signal Red | 1422 | Black,Beige,Bis,Russet |
| Dark Blue | 609 | Blk,Bis,LB,DB,Red,Russet,FB |
| Light Blue | 573 | Dark Blue |
| Azure Blue | 541 | Bis,Cinn,DB,FB |
| Green Sand | 444 | Blk,Olive,Tan,Cinn,MG |
| Ascot Fawn | 332 | Blk,Beige,Cinn |
| Willow Green | 307 | Blk,Beige,SG,Cinn |
| Fern Grey | 258 | MG,Olive,Tan |
| Black | 151 | Blk,Cinn,Red |
| Turquoise | 137 | Blk,Cinn,Tan,Terra Cotta |
| Lavender Blue | 134 | DB,FB,Biscuit |
| Heather | 109 | Blk,Antelope,Cerise,Maroon |
| Warwick Grey | 26 | Red, Dark Blue |

That accounts for 15,231 out of 15,287 Series 3 cars. What about the other 56, you may ask? They were special order and trial colors, all very limited in numbers. These included opalescent silver blue, opalescent golden sand, opalescent dark green, opalescent maroon, opalescent silver grey, Porsche Bahama Yellow, and some one-offs—mustard, brick, buff, and tankard. (is that really a color? Something dreamed up in a pub near Coventry, no doubt!!) See reference 1, p165.

Jaguar E-Type Trivia

a) Series 3 E-Types should never be called "XK-E". That name was coined in the U.S. and came from the combination of "XK"(denoting the 6-cylinder engine built for 40 years), and the model Type "E" body. If you don't have an XK engine, you don't have an XK-E. But you surely have a prized E-Type.

b) In 1971/1972 all Series 3 E-Types came as standard (no charge) pressed steel painted silver grey wheels, with a snap-on chrome trim ring and chrome hubcap. For 1973/1974, the standard wheel was chrome plated, with a chrome hubcap with a checkered black and gold Jaguar emblem in the center. This chrome wheel was an option in 1971/1972. All years wire wheels were an additional cost option, and most U.S. dealers ordered their cars wearing wire wheels. Note if you have the steel pressed

Recognizing 1974 E-Type Changes (cont'd.)

wheel, you need a folding wrench to remove the lugs, verses the bronze hubcap wrench and lead hammer needed for wires. Also the spare tire wheel came shipped with cosmoline (a preservative) on all cars.

c) In the late sixties, Jaguar experimented with a "car container" that would hold four E-Types, and would assist in less damage during shipping, and make off-loading quicker. There are some Series 2 cars pictured in their container.

d) Here are a few things never installed by the factory on any E-Type: Catalytic converters, red wall tires, and fuel injection.

e) One thing the Series 3 never had was ignition points, but rather a transistorized ignition system. These were replaced by the Lucas OPUS amplifier (Oscillating Pick-Up System). These typically failed due to engine heat, and in 1980 the factory recommended the amplifier be relocated forward to just below the header tank, and they offered a relocation kit.

f) In August 1974, British Leyland announced they would back a V12 E-Type racing program in the U.S. (See Reference 6 p296).

g) A recall was issued September 1974 on the 2+2, pertaining to the rear seat to add a latch to lock it into place versus allowing the backrest to flop forward. After unlatching, it still allowed forward folding. This pertained to the 1966-early 1972 2+2's. On later 1972 and follow-on cars the squab did not fold forward.

h) No 1975 E-Types cars were made, and none were called 1975 models.

Happy motoring!!!

EPILOG

I would like to encourage all E-Type owners to reg-

ister your car on XKEDATA.COM. I think it could actually be a deterrent to theft, as your car would be documented. Just remember anything you put on there (pictures or stories), you can never delete.

I have now written 14 articles, highlighting 100 easily recognized changes that happened during the evolving build cycle of the E-Type. Being an engineer by background, I strongly migrate to absolutes, and each change was highlighted that way, pinning down an exact chassis number and date for an implemented change. The real world is a little (sometimes alot) messier than that, and rarely were there absolutes. I certainly found challenges by using several references, where inconsistencies, discrepancies, and typos exist. The more you explore, you even find that records at the factory were handwritten, and prone to human error. Even the stampings on the car had the occasional "Oops". The delivery format I chose (1 article a month, for each year in succession) did not grant me the typical authors' leniency when writing an entire book, who can always return to a previous unpublished chapter, and revise. So even in my work, I discovered my own mistakes in earlier years, after publication.

The ultimate classic inconsistency in various published references is in answering the simple question - how many E-Types were produced? Although I am fairly confident/proud of the tables I produced and have consistently quoted 72,512 cars, I actually have found on xkedata.com an extra 1964 car (chassis 881887) so I would like to revise my official count to 72,513. Today one thing is for sure, that quite a few of these beautiful machines have met their demise, but the remaining number in existence is a number that no one knows.

Final total production:

| | |
|----------------------------|----------------------|
| Series 1 3.8 = | 15,494 |
| Series 1 4.2 = | 22,919 |
| Series 2 4.2 = | 18,813 |
| Series 3 5.3 = | 15,287 |
| <u>TOTAL CARS =</u> | <u>72,513</u> |

Welcome New Members

Samir Koukaz
Springfield, PA

Kathy Goldberg
Green Lane, PA

Recognizing 1974 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 own-

er's preference. (Nobody wants to buy last year's model, at full price). These two tables will NOT be recurring in the next article, as my labor of love to document 7 easily changes to each E-Type model year is now complete. If only I had a barn big enough to hold one of each year!!

TABLE 1: ALL SERIES E-TYPE PRODUCTION, by total chassis numbers

| YEAR | TOTAL | OTS LHD | OTS RHD | FHC LHD | FHC RHD | 2+2 LHD | 2+2 RHD |
|----------------------|-------------------|------------------|-----------------|--------------|-----------------|------------------|-------------|
| 1961 (fm Feb) | 2333 | 1470 | 327 | 398 | 138 | | |
| 1962 | 6259 | 2392 | 318 | 2636 | 913 | | |
| 1963 | 4204 (+7) | 1945 | 155(+7) | 1716 | 388 | | |
| 1964(ending Aug) | 2698 | 1080 | 136 | 1122 | 360 | | |
| 1964(from 8/12/64) | 1108 | 440 | 77 | 453 | 138 | | |
| 1965 | 5311 (+2) | 1907 | 357 | 2020 | 1014(+2) | 9 | 4 |
| 1966 | 6957 | 2124 | 270 | 1598 | 318 | 1976 | 671 |
| 1967 Ser 1.0 | 726 [+32] | 78 [+18] | 159 | 48 [+7] | 111 | 31 [+7] | 299 |
| 1967S1.25(fm1/11/67) | 2585 <-32> | 1430<-18> | 0 | 463 <-7> | 0 | 692 <-7> | 0 |
| 1968 S1.5(from 8/67) | 6232 (+1) | 2388 | 320 | 1232 | 375 | 1512(+1) | 405 |
| 1968 (from 8/68) | 2841 | 1125 | 74 | 600 | 126 | 798 | 118 |
| 1969 | 10163 (+1) | 4074 (+1) | 424 | 1971 | 478 | 2638 | 578 |
| 1970(ending Oct) | 5809 | 2653 | 278 | 1215 | 467 | 851 | 345 |
| 1970 NorAm subset | 1730 | 1088 | | 642 | | | |
| 1970 (from 8/70) | 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(ending Sept) | 1869 | 1645 | 224 | 0 | 0 | 0 | 0 |
| TOTAL | 72513(+15) | 29224(+3) | 4766(+8) | 15472 | 4826(+2) | 13689(+2) | 4536 |

KEY
 (+ numbers)--indicated additional chassis numbers allocated, but not built
 [+ numbers]--Since all cars made Jan-July 1967 did not go to US market and some still maintained closed headlights, the quantity of Series 1.0 produced is more than "Last Chassis" minus "First Chassis" allocated.
 <- numbers>--Since all cars made Jan-July 1967 did not go to US market and some still maintained closed headlights, the quantity of Series 1.25 produced is less than "Last Chassis" minus "First Chassis" allocated.
 ** see 1S20003 was scrapped at factory (maybe crash test?)

TABLE 2: CHASSIS NUMBERS ALLOCATED

| YEAR | CHASSIS # | OTS LHD | OTS RHD | FHC LHD | FHC RHD | 2+2 LHD | 2+2 RHD |
|------------------|-------------------------|---------|---------|---------|---------|---------|---------|
| 1961 | 1 st Chassis | 875001 | 850001 | 885001 | 860001 | | |
| | Last Chassis | 876470 | 850327 | 885398 | 860138 | | |
| 1962 | 1 st Chassis | 876471 | 850328 | 885399 | 860139 | | |
| | Last Chassis | 878862 | 850645 | 888034 | 861051 | | |
| 1963 | 1 st Chassis | 878863 | 850646 | 888035 | 861052 | | |
| | Last Chassis | 880807 | 850800 | 889750 | 861439 | | |
| 1964 | 1 st Chassis | 880808 | 850801 | 889751 | 861440 | | |
| (August 1964) | Last Chassis | 881887 | 850943 | 890872 | 861799 | | |
| 1964 (Aug) | 1 st Chassis | 1E10001 | 1E1001 | 1E30001 | 1E20001 | | |
| | Last Chassis | 1E10440 | 1E1077 | 1E30453 | 1E20138 | | |
| 1965 | 1 st Chassis | 1E10441 | 1E1078 | 1E30454 | 1E20139 | 1E75001 | 1E50001 |
| | Last Chassis | 1E12347 | 1E1434 | 1E32473 | 1E21154 | 1E75009 | 1E50004 |
| 1966 | 1 st Chassis | 1E12348 | 1E1435 | 1E32474 | 1E21155 | 1E75010 | 1E50005 |
| | Last Chassis | 1E14471 | 1E1704 | 1E34071 | 1E21472 | 1E76985 | 1E50675 |
| 1967 Ser 1.0 | 1 st Chassis | 1E14472 | 1E1705 | 1E34072 | 1E21473 | 1E76986 | 1E50676 |
| | Last Chassis | 1E14531 | 1E1863 | 1E34112 | 1E21583 | 1E77009 | 1E50974 |
| 1967 Ser 1.25 | 1 st Chassis | 1E14532 | 0 | 1E34113 | 0 | 1E77010 | 0 |
| | Last Chassis | 1E15979 | 0 | 1E34582 | 0 | 1E77708 | 0 |
| 1968 Ser 1.5 | 1 st Chassis | 1E15980 | 1E1864 | 1E34583 | 1E21584 | 1E77709 | 1E50975 |
| | Last Chassis | 1E18367 | 1E2183 | 1E35814 | 1E21958 | 1E79221 | 1E51379 |
| 1968 (Aug) | 1 st Chassis | 1R7001 | 1R1001 | 1R25001 | 1R20001 | 1R40001 | 1R35001 |
| | Last Chassis | 1R8125 | 1R1074 | 1R25600 | 1R20126 | 1R40798 | 1R35118 |
| 1969 | 1 st Chassis | 1R8126 | 1R1075 | 1R25601 | 1R20127 | 1R40799 | 1R35119 |
| | Last Chassis | 1R12200 | 1R1498 | 1R27571 | 1R20604 | 1R43436 | 1R35696 |
| 1970 | 1 st Chassis | 1R12201 | 1R1499 | 1R27572 | 1R20605 | 1R43437 | 1R35697 |
| (October 1970) | Last Chassis | 2R14853 | 1R1776 | 2R28786 | 1R21071 | 1R44287 | 1R36041 |
| 1970 (Aug) | 1 st Chassis | 1S20001 | | | | 1S70001 | 1S50001 |
| | Last Chassis | 1S20004 | | | | 1S70523 | 1S50064 |
| 1971 | 1 st Chassis | 1S20005 | 1S1001 | | | 1S70524 | 1S50065 |
| | Last Chassis | 1S20068 | 1S1209 | | | 1S72661 | 1S50967 |
| 1972 | 1 st Chassis | 1S20169 | 1S1210 | | | 1S72662 | 1S50968 |
| | Last Chassis | 1S21688 | 1S1680 | | | 1S74350 | 1S51617 |
| 1973 | 1 st Chassis | 1S21689 | 1S1681 | | | 1S74351 | 1S51618 |
| | Last Chassis | 1S24675 | 1S2648 | | | 1S75183 | 1S52116 |
| 1974 | 1 st Chassis | 1S24676 | 1S2649 | | | | |
| (September 1974) | Last Chassis | 1S26120 | 1S2872 | | | | |

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See Details on Page 7
Register to Attend By May 15th at delvaljaguarclub.com

Recognizing 1974 E-Type Changes Photos



1973 UE chassis number



Front Nardel overrider



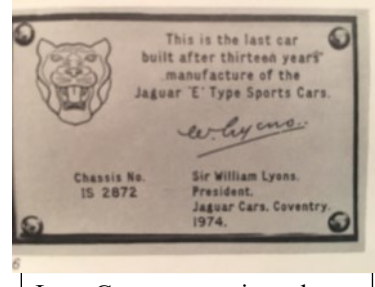
Rear Nardel overrider



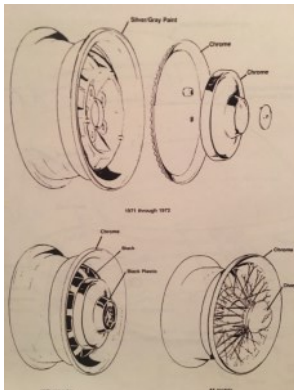
OPUS amplifier



Commemorative plaque



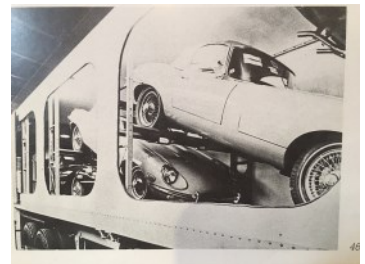
Last Commemorative plaque



All Series 3 wheels



1973-74 standard wheel



4 car E-Type carrier



Series 2 car carrier

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

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

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



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



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

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

Contact Steve Cutcliffe at shc0@lehigh.edu or 610-570-0515.



SPRING CLEANING SPECIALS:

Item #1: XK120 Tool Roll- 28 pieces including hammer and gun plus reproduction roll. Compare with internet offerings \$2500+ plus tax and shipping. Concours quality.

\$1995.00 firm. Email kobbie49lbc@gmail.com for close-up photos.

Item #2: Series 1 XKE Tool Roll- 21 pieces including hammer and gun plus reproduction roll. Compare with internet offerings at \$2,000+ plus tax and shipping.

\$1795.00 firm. Email kobbie49lbc@gmail.com for close-up photos.



Leo Kob. 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 or (570)575-7676



2004 XJ8 Saloon

2004 Jaguar XJ8. British Racing Green with tan interior. 93500 miles. Excellent mechanical condition with good a/c.

\$5,900.

Contact Phyllis 609-760-7016



2007 XKR Convertible



4.2 liter supercharged V-8. Salsa red/black interior/black top with 47k miles. 3rd owner. Car is in excellent condition. Always garaged and covered (includes custom fit cover). Looks and drives like new. This car needs nothing. \$24k negotiable.



Amos Kunkle, agkunkle@aol.com 610-867-6955



CLASSIFIED

Jaguar Parts



Set of Dayton bolt on wire wheels with lugs, 15", off an XJ6. Have Jag center caps on faux knock off centers. Good condition. \$1,200.

Auto trans shift cable fits XJS, 94 to 96, used, \$50.00. Sun visor clip, XJS Tan, \$10.00. Spark plug oil seals 6, 4.0 liter, \$20.00. Transmission sump gasket, XJS 4.0. XJ6 center console ashtray assembly, no lighter \$40.00.



Contact Bob, captrhartman@gmail.com, (267) 246-8266



Complete 1964-67 Series 1 Triple SU Carburetor Intake System



For Sale: Complete 1964-67 Series 1 E-Type 4.2 Triple SU carburetor intake system. Everything has been rebuilt, painted, powder coated or cadmium (bead blasted and buffed prior to) plated as original. The manifold is Jaguar Part # SG7246 C24420 as originally supplied on Series 1 E-Type 4.2 liter engines only between 1964 and 1967 supplied to NA market. Carb kits were obtained through Burlen, UK, including new carb shafts and shaft seals.



Not shown in photo are powder coated carb return spring brackets, by-pass hose ((custom made from copper pipe) different than SII cars due to hose through intake) and by-pass hose brackets. Screw in hose fittings have also been cadmium plated no pictured.

Asking \$4,400 or Best Offer. Contact Paul Trout at pgtgt@aol.com with any questions or addition details. More photos available upon request.

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See Details on Page 7
Register to Attend By May 15th at delvaljaguarclub.com

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

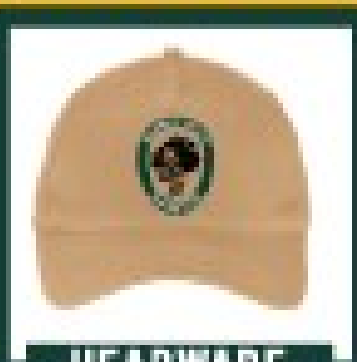


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PLACE YOUR ORDER AND PROUDLY WEAR YOUR CLUB COLORS!**



DVJC MERCHANDISE FOR SALE

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



Logo Hats \$15



Logo Grill Badge \$26.50



Logo Keychain \$10



Logo Lapel Pin \$3



Leaper Keychain \$5



Logo Patch \$2



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

2023 Car Show Calendar

By: Kevin Fitzgerald

If you're looking for places to take your British car over the next few months, you've come to the right page. For the past few years, many car shows were cancelled or rescheduled due to COVID. This has all changed. In addition to the upcoming shows and events listed on our DVJC website, I've assembled the following list of over 2 dozen noteworthy car shows based on my own experience. It's always advisable to call ahead or visit the organization's website for details.

Many of you already know about **Cars & Coffee** events. In southeastern PA, the biggest one is in Bethlehem. It's massive, a real happening—at least 500 cars. It's held one Sunday a month April through September at the SteelStacks campus: The next one is May 21 (featuring all makes), followed by June 4 (featuring European makes), July 16 (featuring American muscle cars), August 27 (featuring Japanese cars), and September 17 (grand finale). Traditionally, European show cars and exotic cars are directed to park up front, near the pavilion. For more info, visit <https://www.steelstacks.org/carsandcoffee>. Many other localities in the tri-state area have their own Cars & Coffee events, but on a much smaller scale.

Note: My list *does not* include small, run-of-the-mill car shows that feature exclusively American makes, including muscle, custom, and stock cars and trucks.

MAY

May 7: Spring Cars & Coffee. New Hope-Solebury High School. Route 202, New Hope. Free admission. 215-862-5665.

May 12-13: Carlisle Import & Performance National Car Show, with flea market vendors. 1000 Bryn Mawr Rd, Carlisle, PA. Spectators \$10. 717-243-7855. 8 am-3 pm.

May 13: Ragtops & Roadsters Spring Open House. 203 S. 4th St, Perkasio, PA. RSVP to 215-257-1202, or email Melody@Ragtops.com, by May 9. Free coffee & scones. Starting 8:30 am.

May 14: Pancake Breakfast / Airshow / Car Show / Airplane Rides (Poconos). Keystone British Car Club. Pegasus Air Park. 222 Hickory Lane, Sailorsburg, PA. 570-569-0015. 9 am-1 pm.

May 20: DVJC Spring Fling. Ringing Hill Fire Pavilion, 815 White Pine Ln, Pottstown, PA. 11:30-3 pm.

May 20: Spring 2023 Shakedown Show. Featuring British marques, hosted by Triumph Rescue. 149 Limekiln Rd, Bechtelsville, PA (just off Rt 100). Starting 9 am.

May 21: 26th Annual Ambler Auto Show. Stroll along Butler Ave. to view "The Best Little Car Show Around." 215-646-1000, ext 121. <https://amblermainstreet.org/ambler-auto-show>. 1 -6 pm.

JUNE

June 3: Delaware Valley Jaguar Club Concours. Hope Lodge. 553 S. Bethlehem Pike, Ft. Washington, PA. <https://delvaljaguarclub.com>. Starting 8 am.

June 11: Hellertown British Car Show. 3400 Reservoir Rd, Hellertown, PA. Register early. 484-225-8619. Starting 8 am.

Date TBA: Newtown Car Show. Newtown, PA. Contact 570-269-2242. www.newtownba.org

June 24-25: Pagoda Hill Climb Race. Reading, PA. Sponsored by Blue Mountain Region, SCCA. 8 am-4 pm

June 25: 17th Annual NLS Cult Classic Car Show. Living Memorial Park, Coopersburg, PA, just off Rt 309 north of Quakertown. Awards given. <https://www.facebook.com/NLSCultClassic>. Starting 8 am.

JULY

July 2: Rebels vs Redcoats. Awards given to British, German, French, & American cars. Washington Crossing State Park, 1112 River Rd (Rte 29), PA. 215-493-4076. 10 am-3 pm.

July 15: Doylestown at Dusk Car & Motorcycle Show. Centered around Main & State Streets; live entertainment. Register online. <https://doylestownatdusk.com/2023-show>. 5-10 pm.

2023 Car Show Calendar (continued)

AUGUST

August 4-6: 60th Annual Das Awkscht Fescht. Macungie Memorial Park, Macungie, PA. Featured marque: Corvette. Flea market & live entertainment. 610-823-5033. Starting 8 am.

August 12-13: New Hope Auto Show Concours. *Be advised of changes: \$45 reg. fee & people's choice awards!* Make sure to bring umbrella for shade. 180 W. Bridge St, New Hope, PA (New Hope-Solebury High School). 215-862-5665. Starting 8 am.

August 19: 24th Annual "Under the Stars" Car Show. Perkasio Town Center, Perkasio, PA. To pre-register British cars, contact Melody at Roadtops & Roadsters at 215-257-1202. 4-8 pm.

August 19-20: Duryea Hill Climb Race. Pagoda at Reading, PA. 880-770-2055. Starting 8 am.

August 27: A Taste of Britain: 33rd Annual European & Classic Vehicle Show. Sponsor: Lanco MG Club. 70 Church St, Rothsville/Lititz, PA. 717-285-7379. Cars 10 am-5 pm. Polo match 2:30 pm.

SEPTEMBER

September 2: Duryea Days Car Show. Boyertown Memorial Park, Boyertown, PA. 610-367-2090. 8 am-3 pm.

September 8-10: Watkins Glen Vintage Grand Prix. Watkins Glen, NY. Featured marque: Corvette. <https://www.theglen.com/events/2023-hilliard-u-s-vintage-grand-prix>. 607-535-3003.

September 9: British Car Festival at Tinicum Park Polo Club. Sponsored by Jaguar Touring Club. 961 River Rd, Erwinna, PA. Contact JagLady1012@gmail.com or 201-415-5239. Tailgate event; bring your own food. Starting 12 noon.

September 14-16: Seventh Annual Coatesville Invitational Grand Prix. Vintage car & motor-

cycle race down Lincoln Highway on Saturday starting 8:30 am. 2nd Ave, Coatesville, PA. 484-888-9626.

September 15-17: British Invasion XXXII. Largest British motorcar show in US. Stowe, Vt.

September 16: All-British Fall Car Show. Belanca Air Field Museum. 2 Center Point Blvd, New Castle, DE. Sponsored by British Car Club of Delaware. Featured marque: MG.

OCTOBER

October 6 (Friday): Hershey Eastern Fall Meet Car Show. AACA membership required to register car. Hershey Park, PA. Flea market & car corral Oct 3-6.

October 7: Brits at the Village Car Show. Sponsored by Phila MG Club. Judging by popular vote. Peddlers Village, Rt 202, Lahaska, PA. 484-686-3305. Starting 8 am.

October 8 (tentative date): Wings & Wheels Car & Air Show. Watch biplanes take off & land on grass. Van Sant Airport, 516 Cafferty Rd, Erwinna, PA 18920. 610-847-1119.

October 15: Congregation Beth Or Car Show. 239 E. Welsh Rd, Maple Glen, PA. Free coffee & donuts. 215-646-5806. Starting 9 am.

October 15: Skippack International Car Show. Rts 73 & 113, Skippack, PA. 610-584-6004. Starting 8 am.

October 21: Twelfth Annual Flemington Speedway Car Show at the Fairgrounds. Automotive flea market. 1207 Rt 179, Lambertville, NJ, 10 minutes north of New Hope, PA. Starting 8 am.

Hope to see you at our Spring Fling!
Kevin Fltgerald

You Won't Want to Miss the 2023 DVJC Spring Fling!
See Details on Page 7
Register to Attend By May 15th at delvaljaguarclub.com

The DVJC Library is now open!

Over the years, the club has accumulated a small number of books and technical materials that were available to the Chief Judge and others as reference materials. In an effort to help our membership gain access to information that may assist with the repair or restoration of Jaguar cars, we are offering the use of these materials to all members and co-members without charge. Members and co-members will be able to:

- Borrow books and materials currently available in the library.
- Reserve items that are currently on loan to other members.

Items may be borrowed for approximately four weeks and may be renewed.

- On the club website, under the drop down, “Members”, a link to photos of the available materials will be included. [Click here](#) to view the photos.
- Members can check availability by emailing library@delvaljaguarclub.com
- At any given time, patrons may borrow up to three books.
- Items may be borrowed or returned at the next club event.

Policy Statement

The DVJC library loan periods and limits have been established to provide members with adequate time to use library materials and to return them for use by others.

A reminder notice will be emailed to users 3 days before an item is due.

Members interested in extending the loan period can do so if there are no holds placed by other members. The extension request can be made by emailing library@delvaljaguarclub.com

The intention here is for the DVJC’s library to be easily accessible to all members.

The success of the library is dependent on the care and timely return of our books.

The library will operate on an honor system with no deposit required for items lent to members. The materials in the library range in value but more importantly, some of the items would be difficult to replace. We ask that the items be treated with care (no additional greasy fingerprints please!) but encourage all members to take advantage of the detailed and useful information that is available in the library.

As with all club activities, the library is supported by volunteers so we ask for your patience as we roll out what we believe is a valuable resource to you, our members.

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There are two steps to subscribe to the electronic Jaguar Journal. The steps are

1. Create an account on the Zinio delivery system and
2. Register on JCNA.COM for an electronic subscription.

Create an account on Zinio

- Zinio uses e-mails to deliver content notifications and access to the Zinio system.
- On your browser visit <https://www.zinio.com>
- On the Zinio home screen click on the  icon in the upper right of the panel.
- Register your Zinio account on the popup panel. The userid is the email which you will be notified on new editions.

Register for an electronic subscription on JCNA.com

- Visit JCNA.COM using a browser and click on LOGIN (MUST BE CLUB OR JCNA MEMBER)
- Log in JCNA.COM using your JCNA Member number and JCNA.COM password.
(If you have forgotten your password use the Password Recovery option)
- Once logged into JCNA.COM, click on MEMBERS ONLY SECTION on the left.
- Click on JJ SUBSCRIPTION
- Use the SUBSCRIPTION TYPE pulldown to select Electronic Jag Journal
- Enter you Zinio account Email in the SUBSCRIPTION EMAIL box and enter this a second time in the CONFIRM EMAIL box.
Note: (JCNA does NOT need the Zinio Account Password).
- Click SAVE to update the information in JCNA.COM

Reading the Electronic Jaguar Journal

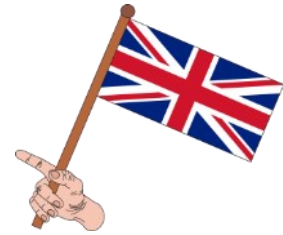
- When each Jaguar Journal edition is published on Zinio, subscribed members will receive an e-mail notification to their Zinio registered e-mail. A click on the link in the message will take you to WWW.ZINIO.COM
- Shortly after the Zinio notification a second email will be sent from JCNA with the current Member card and any white JJ flysheet content.
- Members can access Zinio from their browser and/or phone and can access all subscribed editions.

Unsubscribing from Electronic Jaguar Journal

- Visit JCNA.COM and use the above procedure set SUBSCRIPTION TYPE to HARDCOPY



DVJC Wants You!



Actually, we want your stories. As part of the club's ongoing efforts to engage, inform and at times, entertain its membership, we are interested in learning more about you and your passion for cars. For those of you who have belonged to this or other clubs, you may have come to realize that the cars bring people together but it's the interaction with fellow members that keep you coming back. In that spirit, we will be starting a series of questions & answers to be published from time to time in *The Purr*. The length and detail of responses are entirely up to you and in some cases, may be a few words or for those inclined, a few paragraphs with a picture. Simply put, everyone loves a good story and with over 125 members, there's no doubt our members have a few stories to tell.

To kick things off, here are some ideas based on past articles:

Your car's appearance on the DVJC calendar
Jaguar owned by a notable person.
Holiday or special occasions involving your Jaguar.
Restoration efforts, successes, challenges.
Maintenance tips or experiences.
Equipment mishaps and repair efforts at an event.
Your biography to introduce yourself to the club.
Attendance at or participation in a special event.
Just about any interesting anecdote you think would interest readers.

While most members own a Jaguar or two or more, Jaguar ownership has never been a requirement for joining the club so all are welcome to participate. Don't be shy!

How to submit a response

- Send an email or Microsoft Word file to Brian Craig, editor of the Purr, to bhc166@aol.com.
- All responses will be published in the Purr. Please note that, due to publication reviews and editing, articles may be published a month or two later than submitted. As a reminder, the current month's issue of the Purr is always available on the website at <https://delvaljaguarclub.com>



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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 |
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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.

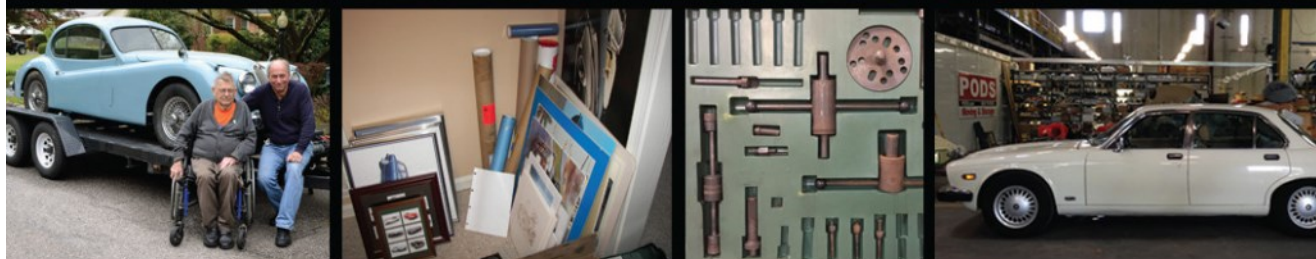


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