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# The Jaguar's Purr©

Is an official publication of  
THE DELAWARE VALLEY JAGUAR CLUB  
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*October 2023*

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## Rain Delayed Slalom a Success!



The Delaware Valley Jaguar Club held its 18th annual slalom at the Garnet Valley High School, home of the Jaguars, on Saturday, September 30th, 2023. Some damp conditions led to a delay of the start that allowed the participants to share a breakfast at a local restaurant. An SUV was parked in the middle of the course but the resourceful crew carefully moved it out of the way. Thanks to slalom chair Rich Rosen and his volunteers it was a successful event. Thanks to Kevin Fitzgerald, Gary Feldman and Rich Rosen for the photos. Photos from the event are available on the web site [www.delvaljaguarclub.com](http://www.delvaljaguarclub.com).



**It's Never Too Late to Renew Your Membership**

It's time to renew your membership in the Delaware Valley Jaguar Club. Payment can be paid by credit card, debit card, or PayPal by using the DVJC Web site at <https://delvaljaguarclub.com/>. Members are encouraged to use the Web site for membership renewal. DVJC members using the Web site for the first time should click on the BECOME A MEMBER tab. Detailed instructions about signing up for Web site access are shown here. DVJC members with current access should log in to the site as normal. Click on the MEMBERS tab, select "My Membership Profile", and scroll down to "Renew My Membership." Detailed instructions will then be displayed. Members who opt for paying by check can submit payment directly to Jim Sjoreen or use the membership form [by clicking here](#) or referring to pages 35 & 36 to update information.

**Newsletter Contents**

Rain Delayed Slalom a Success ..... Cover  
 Membership Renewal .....2  
 Advertising Rates .....3  
 List of Officers .....3  
 Upcoming DVJC Events .....4  
 Your Monthly Bill.....5  
 DVJC Lending Library .....6  
 Membership Musings.....7  
 Member Anniversaries.....8  
 DVJC Destination Drive .....9  
 Congratulations .....10  
 Nostalgic Ad .....11  
 Want to See Your Jaguar in 2024 Calendar? ...12  
 How To Photograph Your Jaguar .....13  
 Classifieds .....14  
 Phil-a Trunk .....18  
 Coatesville Invitational Vintage Grand Prix ....20  
 DVJC Online Store .....23  
 DVJC Merchandise For Sale.....24  
 Oct. Calendar 2023—My Jaguar Story .....25  
 2023 Car Show Calendar .....28  
 Duryea Days at Boyertown .....28  
 The DVJC Library Is Now Open .....29  
 Subscribe to the Electronic Jaguar Journal .....31  
 DVJC Wants You! .....32  
 DVJC Membership Forms .....35  
 Coventry Foundation.....37

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Triumph Rescue.....	2
British Wiring.....	2
Union Park Jaguar.....	19
Muncie Imports & Classics.....	22
SNG Barratt.....	30
JC Taylor.....	30
K&T Vintage Sports Cars.....	33
Lindley Motors.....	33
Moss Motors .....	33
Jaguar Willow Grove.....	34
Coventry Foundation.....	37
Jaguar West Chester.....	38
Welsh Enterprises.....	38
Cloverleaf Auto Service.....	39

## ADVERTISING RATES

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

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

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

Business Card \$55 / year

## CLASSIFIED RATES

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

Non-members \$15.00 per insert

## MEMBERSHIP RATES

Single/Family  
\$75.00 per year

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

Youth Enthusiast  
\$35.00 per year

## DVJC OFFICERS INFORMATION

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

# Upcoming DVJC Events

**October 6—8, 2023**

**America's British Reliability Run**

**Starting in Morgantown**

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

**October 8, 2023**

**11:00 a.m.—3:00 p.m.**

**The Classics at Brantwyn—High End Invitational Car Show, Gourmet Brunch, and Jazz Entertainment to benefit the Kennett Symphony of Chester County**

**600 Rockland Road, Wilmington, DE 19803**

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

**October 10—13, 2023**

**Registration Closed**

**Jaguar Pocono Prowl**

**Penn Stroud Hotel**

**700 Main Street, Stroudsburg, PA 18360**

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

**October 21 2023**

**11:30 a.m.**

**(Location Change)**

**Lehigh Valley Monthly Lunch**

**Copperhead Grill**

**5737 PA-378, Bethlehem, PA**

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

**November 12 2023**

**10:00 a.m.—4:00 p.m.**

**Phil-a-Trunk Food Drive (see page 18)**

**Wells Fargo Center, 3601 S. Broad Street, Phila., PA**

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

**November 18 2023**

**9:30 a.m.**

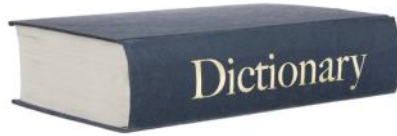
**A destination drive to the AIR MOBILITY COMMAND MUSEUM (just south of the Dover Air force base) (see page 9)**

**1301 Heritage Road, Dover AFB, DE 19902**

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



# Your Monthly Bill *October 2023*



**Exception** (noun): a person or thing that is excluded from a general statement.

**Rule** (noun): a usually valid generalization.

You may wonder why my article begins with a best-forgotten dictionary exercise. I have done so because DVJC membership growth is the exception to the rule across JCNA affiliate clubs, 70% of which are experiencing declines in member counts. DVJC is the fifth largest club and has grown by nearly 30% since year-end 2019 when we had 134 member families. As of August, our roster count totaled 171 member families which, including 128 co-members, brings our total member count to 299.

On our website, your club is described as a “.... community that shares a common interest in Jaguars, both classic and modern”. . . and offers “a wide variety of activities to facilitate and encourage the social, technical and driving aspects of Jaguar ownership and enthusiasm.” The steady membership gains suggest that, collectively, the club’s offerings appeal to a range of member interests. As is typical with most social clubs, about 15 to 20% of members participate in organized club events including, in our case, destination drives, breakfast and lunch gatherings, competitive events and tech sessions. Over the past several years, your executive committee has endeavored to offer an expanded variety of events across a broader geographic area to make it easier for more members to participate. I encourage you to offer your ideas for new events and provide feedback to help us improve the events we hold.

Members benefit from formal and informal networks through which people share technical knowledge, historical information on the extensive variety of Jaguar models, service and parts sourcing suggestions and their accumulated “busted knuckle” know-how. Those of us giving priority to properly maintaining our cars get invaluable information from fellow DVJC members

and JCNA members across North America. Additionally, through our affiliation with Jaguar Clubs of North America, we can receive insurance discounts and access several services including the Tool Loan program, technical support line and archives, among others. And, of course, you all enjoy our monthly Jaguar’s Purr newsletter and the bi-monthly Jaguar Journal.



The member survey conducted in 2021 provided a great deal of input to the executive committee. We are contemplating another survey later this year. But – don’t wait! Call or email me or any member of the executive committee with your suggestions and constructive criticism.

Once or twice a month, Brian circulates requests for information or advice from people who are not members of our club. “Thank you!” to those who respond and offer their help. We have gained several members who are grateful for the willing assistance they have received from DVJC members.

As we have all been told many times, “You don’t get a second chance to make a first impression.” Many people have complimented us for warmly welcoming them at our events and making them feel part of our group.



As part of Jaguar’s push to become an all-electric luxury car company, they just announced an agreement with Tesla that provides access to their nationwide supercharger network. Beginning in 2025, new Jaguars will incorporate the North

## Your Monthly Bill *October 2023(continued)*

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American Charging Standard Tesla design and components as a means of addressing charging convenience and range anxiety concerns of potential customers.

October is another busy month with the Classics at Brantwyn on October 8th, Pocono Prowl from October 10-13 and lunch at the [Copperhead Grille near Bethlehem on Saturday October 21](#). There is plenty of parking at this convenient loca-

tion. I hope to see you there.

With any luck, by the time you receive this issue of the Purr, the British weather will have left our area and we are, once again, enjoying our Jaguars on sunny fall days.

*Bill*

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## DVJC Lending Library (also see page 29)

*By: Alan Brown*

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Our Delaware Valley Jaguar club library is open and available to all members. There is an impressive collection of books to choose from. Some discuss the history and evolution of the Jaguar Marque with pictures of all models. This makes for great fireside reading. Haynes makes many shop manuals. We have one for the XJ6 1968 through 1986 and another for the XJ12&XJS 1972-1980. Many of these books are focused on the iconic E-Type Jaguar. We are lucky to have a copy of the “Jaguar V-12 E-Type. A guide to authenticity” by Richard T Russ. It has excellent diagrams and details of every single nut and bolt. This book is a must for those wishing to bring their Series III E-Type up to Concours level. A gentleman by the name of Kirby Palm wrote a book called “Experience in a book, Help for the Jaguar XJ-S owner”. I flipped

through it last weekend. It is 700 pages full of the kind of information that Kirby spent a lifetime learning. While it focuses on his experience with his XJ-S there is so much more information that applies to all older cars. Things like the use of “Anti-Seize compound” and why it works so well. There is also a good discussion on “Posidriv” screws, something talked about recently in the club. I recommend this book to anyone that is thinking about fixing their own Jaguar. There is also in our library a four volume service manual for the XJS. It’s the real thing! Published by Technical Publications, Jaguar Cars Limited. You can borrow any of these books by going to our website, under the drop down, “Members”, a link to photos of some of the available materials is included. Members can check availability by emailing [library@delvaljaguarclub.com](mailto:library@delvaljaguarclub.com)

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# Membership Musings

October 2023

By: Tony Tinari

I'm pretty sure that all of us keep an eye on collector car values, and their fluctuation, in one way or another. In the information age, access to a variety of valuation tools is easy to obtain, including monthly indices, auction reports, and on-line valuation services. For example, the Hagerty Price Guide is about to release its annual "Bull Market List", despite the fact that the Hagerty Market Rating is at the lowest level of the past two years. While quantitative data is interesting, I most appreciate the qualitative remarks from reliable sources. One of those is Hemmings Motor News, which has been around since 1954, when most of the collector cars owned by our membership were actually modern. Here is Hemmings' take on what is presently happening in the market:

*"The summer has shown that the collector car market seems to have stabilized. The trend has been for higher volume but no growth in average sale prices, and that's what we saw in August as well: more cars, flat prices. Areas of growth are more specialized or limited now. Even the live auctions at Monterey saw a drop of 15 percent in overall dollar volume despite more cars offered."*

This check of the market pulse is from Hemmings Motor News, late August 2023. Their assessment notwithstanding, among sales of the Jaguar marque, outstanding examples still command a substantial premium, for example:



From Hemmings own auctions, this triple black 1962 E-Type OTS restored to a very high standard recently sold for \$204,750, a substantial premium over the recent market average of approximately \$148,000, according to Classic.com.

If you were not the successful bidder on that one, take heart. The gorgeous 1966 roadster pictured

below in opalescent silver blue over dark blue is being offered by Hyman Ltd. in St. Louis, and still available for a mere \$245,000.



Some would say the 1966 model is in the sweet spot of the E-Type run, having the much sought after 4.2 liter engine, but still configured in the style of the Series 1 model. Nonetheless, the thought of nearly a quarter million dollars for this example is daunting.

If your taste in motorcars is a bit more vintage, for another twenty grand you could get behind the wheel of this amazingly well restored, provenance rich (it once belonged to Vice President Hubert H. Humphrey) 1936 SS Jaguar which just appeared on the "Make Offers" page of the Hemmings site for \$265,000. Turns out that the Veep's monogrammed watch fob and belt buckle were found underneath the back seat when the car was dismantled for restoration; they are included with the purchase.



Now I am not necessarily advocating that you establish your own "Classic Car Investment Fund" with one of these examples. Rather, I am just observing that the value proposition of collector ownership is apparently alive and well at least for those fortunate characters trading in the top end, regardless of however flat other segments of the market may be at the moment.

By the way, that phrase “value proposition” is credited to Michael Lanning and Edward Michaels, who first used the term in a 1988 staff paper for the consulting firm McKinsey & Co. Of course . . . high priced consultants telling us what we already know. Other economists who have ruminated on the concept have observed that true value contemplates the experience and not merely the product.

Which of course brings me around to car club membership, specifically DVJC. (Ah, you knew I’d get there sooner or later, right?) I’d like to suggest that the value proposition of Jaguar ownership is greatly enhanced by experiences like those which DVJC provides. Let’s face it, your club membership costs a trivial amount compared to what you probably have invested out there in

the garage. Next month we’ll enter into our annual membership renewal season, during which we’ll discuss at further length all of the benefits of DVJC membership, i.e., the value proposition. For now, however, I encourage you all to leverage the value of your DVJC membership by the investment of your participation in our events and activities. They are priceless.

Happy October Motoring,

*Tony*

## Member Anniversaries

Member		Co-Member		Join_Date	Years
Rudy	Horwitz	Lauren	Horwitz	16-Oct-86	37
Michael	Wolf	Susan	Wolf	23-Oct-86	37
Larry	Kaufman	Lynda	Kaufman	01-Oct-92	31
Robert M	Infarinato			05-Oct-95	28
Amos G.	Kunkle	Ella Jane	Kunkle	27-Oct-98	25
Timothy	Wilkens			25-Oct-09	14
David	Hutchison	Charlene	Hutchison	07-Oct-09	14
Charles	Epstein	Roslyn	Epstein	07-Oct-09	14
David	Moser	Phyllis	Moser	20-Oct-15	8
Donald	Rummel	Brenda	Rummel	04-Oct-20	3
Mike	McBrearty	Valerie	McBrearty	04-Oct-20	3
Victor	Sarkissian	Stephanie	Sarkissian	01-Oct-20	3
Ken	Adams			01-Oct-22	1



# DVJC Destination Drive, November 18 2023

By: *Bill Thompson*

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## A DESTINATION DRIVE TO THE AIR MOBILITY COMMAND MUSEUM AND LUNCH AT McGLYNN'S PUB

### BONUS EXTRA: VISIT THE JOHNSON VICTROLA MUSEUM

The AIR MOBILITY COMMAND MUSEUM is housed in an historic WWII aircraft hanger south of Dover Air Force Base. Over 30 aircraft are on display including air lifters, air refuelers, fighters and bombers. Lots of exhibits and artifacts indoors and out. Informative and friendly docents for our group. Tour a C-5A, the 2<sup>nd</sup> largest airplane in the world. The museum rates 5 stars on Trip Advisor.

The scenic drive south to the museum would be on Highway 9. The faster drive south would be on Highway 1, getting off at exit 91.

McGlynn's Pub in Dover is a 15 minute drive from the museum and is in a very pretty setting on Silver Lake. We will have a semi-private room, ordering from their extensive lunch menu.

Finally, a bonus extra is a stop at the nearby Johnson Victrola Museum. E. R. Johnson, a Delaware native, founded the Victor Talking Machine Company, which later became RCA. This

small but very interesting museum displays working early music players, many artifacts and some history of their trademark dog Nipper and their trademark logo "His Masters Voice". This museum rates 5 stars on Trip Advisor.

### DETAILS:

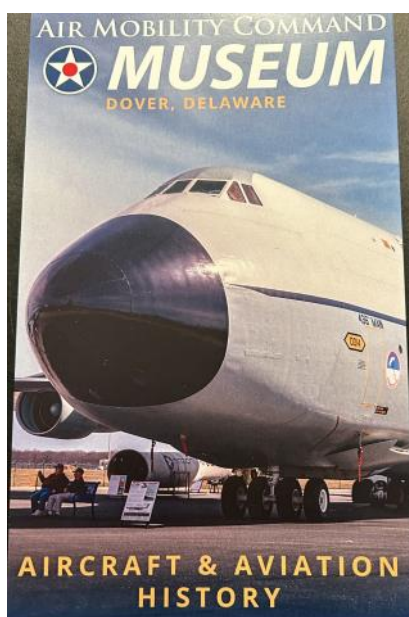
The Air Mobility Command Museum is located at 1301 Heritage Road, Dover AFB, DE. It is south of the Air Force Base, off exit 91 on Highway 1. Plan on a 9:30 a.m. to 9:45 a.m. arrival, with group parking in the "overflow" lot on the right side of that lot.

McGlynn's Pub is located at 800 North State Street in Dover, and is about a 15 minute drive from the Air Command Museum. Plan on arriving about 12:30 p.m., taking an immediate right turn for group parking after entering the restaurant property.

The Johnson Victrola Museum is located at 375 South New Street, just minutes away from the restaurant. Parking will be on the streets.

There are no entry or parking costs at any of the three locations.

Register for this event by [Clicking Here](#).



# Congratulations

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Delaware Valley Jaguar Club member Alex Cole and his 1938 SS Jaguar Drop Head Coupe were voted Best In Show at the British Car Club of Delaware Inc.'s All British All Years Annual Fall Car Show on September 16th. The show was held in New Castle , Delaware. This is especially noteworthy as it was Alex's second consecutive win. Once again, a DVJC member represented the club with distinction at a car show or event.

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## THE GOLD STANDARD

So important was the Mark 2 to Jaguar's plans to expand sales that the company clad the display model at the 1960 New York Motor Show in a metal sure to go unmissed: gold.

The centerpiece of Jaguar's stand at the show was a 3.8-liter Mark 2, extensively gold plated, with an estimated value of \$25,000—when a production car would have cost just \$5,000!

Every part that could be gold plated was done, from bumper bars to wire wheels, from wiper blades to the ignition key. Even the accompanying model wore a 24-carat gold braid dress and a tiara containing 1,000 diamonds.

The car was "normalized" after the show and sold off as a conventional Mark 2!



# Want to See your Jaguar in the 2024 Cars of DVJC Wall Calendar?

By: Jay Greene



## Send Us a Photo!

We invite you to become part of the calendar project by submitting a photo of your Jaguar for consideration by our calendar committee to be included in the **2024 Cars of DVJC Calendar**. **Photos must be in high resolution digital format that will crop to at least 7 x 10 @300 dpi. (Most smart phones will provide the level of quality needed.)** There will be a members only photo session led by professional photographer Jay Greene at Rose Tree Park on Saturday evening, October 7th. We will gather at 5:30 pm and finish shortly after sunset at 7:30 pm. See the events page to sign up for this no charge event that is limited to 10 cars. (Event full at this time.)

Photographs should be submitted via email to our Calendar Committee Chairman, **Jay Greene** ([jaygreenephoto@mac.com](mailto:jaygreenephoto@mac.com)) by November 1, 2023. Members may submit up to three photos

each. Photos to be used in the calendar will be selected by the calendar team on the basis of quality, composition, creativity and representation of the “Art of Performance”. We also make a concerted effort to assure that as many different Jaguar models as possible are represented. This is a great opportunity to have your prized Jaguar immortalized in DVJC history, not to mention contribute to the provenance of your automobile. Clearly, your acquisition of such a fine piece of kinetic art speaks to your eminent good taste in motor vehicles! Here is your chance to share your photographic creativity as well as your appreciation of classic or modern Jaguars, as the case may be. Frankly, we are looking forward to having to make difficult decisions selecting twelve monthly calendar shots from among many great submissions! Thank you all in advance for helping us make the 2024 Cars of DVJC calendar the best yet.

# How To Photograph Your Jaguar

By: Jay Greene

It is time to start thinking about making photographs of your special Jaguar. The 2024 DVJC Calendar Committee will assemble all the photographs in October and print it in early November. Here is a short guide to making great photographs of your car. If you would like me to do it for you at no charge, call me to make arrangements (see below).



1- Lighting is important. The open sky lighting that occurs during the 1/2 hour before sunset or 1/2 hour after sunrise is called the golden hour. Notice how nice your paint looks during these times compared with broad daylight. Work in the open shade. Don't stand with the sun at your back and cast your shadow across the car!



2- The background is important. What is behind your car completes the story about your car. Try to find a place that is a similar era to your car. The car is part of a composition. The most visually important places are at 1/3 and 2/3 of the horizontal and across the center in a diagonal. The car will make a diagonal leading your eye from front to back. The background helps bring your attention around the top and back to the front. Avoid distracting background content.



3- Avoid a wide angle lens. Today's camera/computer/phone devices are very capable. They default to wide angle "to get everything in." What you want is a portrait lens that is equivalent to about 80mm in 35mm format. The portrait setting that blurs the background on your phone might work, but it is designed to recognize people, not cars. Be prepared to stand back about 25 to 30 feet from your Jaguar.



4- Resolution and cropping are important. Each year we receive lovely photographs that are too small or cropped too tightly. The calendar page is 8.5x11 inches and the printer's standard is 300 pixels per inch (ppi). A high quality photograph that measures 7x10 at 300 ppi will work well. A little will get cropped off each side. A full frame 35 mm has an aspect ratio of 2x3, which works out to 6.7x10 inches. About 1/2 inch will be cropped off each side. Some camera phones have an aspect ratio of 3x4. This is more square, so some is cropped off the top and bottom. Use the 16x9 video setting with caution. It is very narrow.

5- Have fun and be creative. Try low angles, high angles, looking at the other side, the back and different backgrounds.

Details for photo submission are on the previous page (14). Contact Jay Greene ([jaygreenephoto@mac.com](mailto:jaygreenephoto@mac.com)) or Paul Trout ([pgtgt@aol.com](mailto:pgtgt@aol.com)) for more information.

# CLASSIFIED



## Parts for Sale

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

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

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## 1971 Series II E-type; primrose over black interior. Reduced Price—\$79,900

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



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



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

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

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



## SPRING CLEANING SPECIALS:

Item #1: XK120 Tool Roll (can be reviced for XK140 and XK150) - 28 pieces including hammer and gun plus reproduction roll. Compare with internet offerings \$2500+ plus tax and shipping. Concourse quality. Can be modified for XK140 or XK150. \$1995.00 firm.

Email [kobbie49lbc@gmail.com](mailto: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](mailto:kobbie49lbc@gmail.com) for close-up photos.



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

# CLASSIFIED

## 2006 XK8 Coupe



Very nice 2006 XK8 coupe with about 65K miles. Pampered. New headliner and strut bushings, oil change. 8/24 inspection. Willing to sell for about \$10K.



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

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### Series 1 XJ6 / XJ12 Dash Parts



I have various Jaguar Series 1 XJ6 / XJ12 sedan dash parts: XJ12 dash wood including CORRECT 160 MPH speedometer and 12 cylinder tachometer. XJ6/XJ12 dash center panel with switches and harness. XJ6/XJ12 OEM Steering Wheel with horn ring, emblem, and cover, very, very nice, no cracks. XJ6/XJ12 Steering Column. XJ6/XJ12 Ignition switch and harness, no key. XJ6/XJ12 turn signal switch and harness, XJ6/XJ12 Pair of Series 1 Taillight Housings.



Make an offer for each piece or the entire batch. Contact Joe at [joe7bros@verizon.net](mailto:joe7bros@verizon.net)

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### 2002 4.0 Supercharged Engine



2002 4.0 supercharged engine with its Mercedes transmission. It came from an XJR with 92,000 miles. Got it for a swap that didn't work out. Pickup only, can't deliver. \$3,300 for all or will separate.



Contact Donald Rummel, [rumm5@verizon.net](mailto:rumm5@verizon.net),  
phone 215-527-5374



# CLASSIFIED

## Jaguar Books for Sale

Hardcover Jaguar books in excellent condition that I wish to re-home. These books are for sale. Please contact me with an offer that would include mailing/shipping.

1. Jaguar XK8 by Philip Porter
2. Jaguar in America by John Dugdale
3. Jaguar E Type (The Definitive History) by Philip Porter
4. E Type End of an Era by Chris Harvey
5. Jaguar Sports Racing and Works Competition Cars from 1954 by Andrew Whyte
6. Jaguar A Tradition of Sports Cars by Bert/Cognet
7. Jaguar History of a Classic Marque by Philip Porter
8. Jaguar The Enduring Legend by Nicky Wright
9. XJ220 by Philip Porter/Osprey with sleeve and cardboard box

If interested please contact [Frank @ fecornell@charter.net](mailto:Frank@fecornell@charter.net) .

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## **FOR SALE – EZCARLIFT PORTABLE LIFT - \$ 1,400.00**



I purchased this lift new about two years ago and its lived in my garage since then. It will raise a car frame approximately 26” off the ground with the wheels hanging free making it great for doing brake and wheel work. It can be used in your garage or driveway and is easily rolled out of the way and stored against a wall when not in use. It’s also portable and will fit in the back of a pickup truck. I’ve attached some pictures of the lift in use with my XK8 and have also used it with my S-Type and my Ford SUV. It comes with all of the accessories needed for use with our Jaguar and similar-size cars and is in excellent condition. I’ve attached a link to the manufacturer’s website which provides a great deal of additional information.



<https://www.ezcarlift.com/>

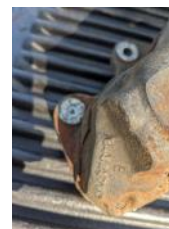
**Please call Max Sandler at 856-371-8174 if interested.**



## **E-Type OEM Brake Calipers**

1 pair of 3 piston OEM brake calipers; E Type Series III / XJ12 Series I. Rebuilders require \$300 each as a core charge, \$250 for the pair plus shipping

Contact Joe at [joe7bros@verizon.net](mailto:joe7bros@verizon.net) or 215-290-2608.





# CLASSIFIED

## 1957 Mark 1



The car is in running condition. My late husband had a long engine restoration process with Lindley Restorations. New chrome but needs a paint job. The odometer says 54,793. The car is in my garage in Abington Pa; Since the engine rebuild, it gets started with the engine running a bit at least once a week.



Asking \$10,000

Contact Tanya Wilder, [tanyawilder44@gmail.com](mailto:tanyawilder44@gmail.com)

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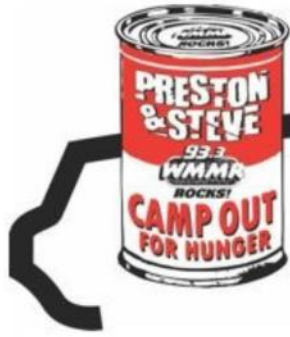
## XJ8, 2006, 4.2L V8

Good driver in decent / good condition. Just over 100K. miles. Owned since 2011 and professionally maintained, service records available. Paint needs some attention and the headliner needs repair. No warning lights. Cold air. Asking \$6800 or B.O.



Please contact owner Chris M. at 609/775-7889 or Mick VV at DVJC, 609/ 933-1560.





# Phil-a-Trunk

A literal food drive.

Nov 12th

Phil-a-Trunk benefits Philabundance and we are asking any and all car clubs of the Delaware Valley to unite and drive out hunger within our region. Fill up your trunks, frunks, and beds with non-perishable food items and either drive down to Wells Fargo Center as a group or meet your club in the F lot



## Kickoff Event for Campout for Hunger

Come hang at Wells Fargo Center

- Cars & Coffee
- Mini-Autocross
- 50/50's



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Details regarding DVJC participation will be available soon.

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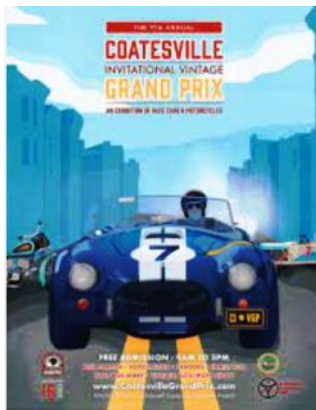
# Coatesville Invitational Vintage Grand Prix

By: Kevin Fitzgerald

On Saturday, September 16, 2023, several DVJC members participated in the 7<sup>th</sup> Annual Coatesville Invitational Vintage Grand Prix. Terry Lippincott and I brought our latest creation, the BRG E3A, as well as his gold 1965 E-type race car. Terry's wife, Karen, served as pit crew while his daughter, Stephanie, drove. Stephanie piloted her father's gold E-type along the 2-mile slalom downtown track; I took the reins from Stephanie for the afternoon session. About 80 race cars and motorcycles participated in this untimed race/exhibition. Pete Sleeman & Steve Schultheis attended as spectators. A very quick and light open-wheel Lotus #7 in BRG and yellow livery (seen in one of the pictures here) had no problem passing many of the other marques down the straightaway on Lincoln Highway (Business Route 30). Brian Fillion participated in his New-Old English

White 1969 Jaguar E-type convertible, as rollbars were not absolutely required. Dane Holland drove his 1963 E-type Series 1 fixed-head coupe--#63 in silver blue metallic livery. To slow down lead-footed drivers, event managers installed straw bales as chicanes on the straightaways. Apparently, two Mustangs broke down in one of the afternoon heats. Along this stretch of the inner city were food trucks in abundance and a slew of ethnic eateries to choose from. For an event like this, the weather could not have been more perfect.

Thanks to Duke Wilford of the Brandywine Motorsport Club and event chair for the Coatesville event; Lisa Thomas, director of sponsorship; James Logan, Coatesville City Manager; and the scores of police and volunteers who made this a most enjoyable and safe event.



# Coatesville Invitational Vintage Grand Prix (continued)





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## DVJC MERCHANDISE FOR SALE

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



**Logo Hats \$15**



**Logo Grill Badge \$26.50**



**Logo Keychain \$10**



**Logo Lapel Pin \$3**



**Leaper Keychain \$5**



**Logo Patch \$2**



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



# October Calendar 2023—My Jaguar Story

By: John Lee

When Brian reached out to me to write about my 2000 Jaguar XKR Convertible because it's the featured car for October on the 2023 DVJC calendar, I must admit to pangs of guilt. You see, I sold the Jag back in April of this year. So I sheepishly reached out to Brian to disclose this inconvenient truth, only to discover he'd still like to hear about my experience with the XKR. After all, he pointed out, I'm still a member, and unbeknownst to Brian, my wife drives a 2019 F-Pace. As you will see, I have plenty to write about.

First, a little background on me. Since childhood, I've been an unapologetic car nut; I've been fortunate enough to own a series of sports cars and sedans since my first car in 1987 – 280ZX, Miata, Mustangs, BMWs, Porsches and most recently, an Alfa Romeo Giulia QV and my wife's F-Pace. My first impression of a Jaguar occurred at some point in the mid-1970s when my parents pointed out an E-Type. Needless to say, I thought it was the most beautiful car I'd ever seen (sound familiar?). My parents – who liked cars but weren't enthusiasts – then bought their first Jaguar in 1990, a brand-new BRG / Barley XJ6, which was followed by a 1998 XJ8. As a result, I've long admired the Jaguar brand, and its beautiful and elegant coupes and sedans.

Fast forward to January 2022, when I suddenly had an open bay in the garage as both daughters and their cars went to college or work. It had been 6 years since that bay had one of my older weekend convertibles in it (a 2006 Porsche Boxster). There is no way I could let that empty bay go to waste; nature abhors a vacuum and all that. As my wife puts it, I started to get the "car fever".

Over the prior 2 pandemic years of 2020-21, I'd discovered the wonders of the Bring-a-Trailer auction website, spending hours on it researching the cars of my youth. Over the course of January, I bid on a series of 2000s-era manual transmission Porsche 911 Cabs & Boxsters, Corvettes, and a few Aston Martins. I was tentative, and didn't

win any, but it was fun. Then I started to notice that Jaguar XJS and XKRs were an attractive option, despite no manual transmission.

So January faded into February, and I was following a 2000 XKR in the perfect color combination – BRG with Cashmere (Tan) interior. Absolutely gorgeous, mainly 1-owner, garaged, no accidents, 40k miles, most service records, new tires and the OEM convertible top hydraulic hoses – which would rupture and spray the dreaded "green shower" - had been replaced. The OEM plastic timing change tensioners were still on the car, and if they go – the engine goes. From what I read, at this mileage I could get away with them for a while, and the supercharged engine in the XKR had slightly beefier version of these tensioners than the XK8. Another bonus was seller lived outside DC, so no shipping costs.



Long story short, I surprised myself by winning the auction with a top bid of \$25k. I sheepishly called my wife and said we were taking a trip outside DC the next day. There was a pause, then "You finally won an auction!?!". She wasn't mad, as this move had been

well telegraphed, but surprised and cautious: "You've never bought a car you haven't driven or checked out". Her words would prove prophetic. Anyway, we drove down in the F-Pace to pick it up, and met the seller at his beautiful house, with its stunning and modern "car barn" with 30 or so classic cars, including a red Series I E-Type. The seller had detailed the XKR very well and the paint was stunning, very deep and lustrous. The top was in great shape, as was the interior, all as described.

As we settled, the seller made one subtle suggestion that I didn't think would be a big deal: "You may need to replace the shocks", although this was never mentioned in the BaT comments. One commenter noted that the rear suspension seemed to be sagging a bit, and the seller responded that the trunk was full of stuff, unloaded it and sent a new pic, which seemed OK. Mentally, I thought,

# My Jaguar Story (continued)

“Ok, ~\$120/shock, no big deal”. Not quite, as I would soon learn.

I fired it up, carefully maneuvered out of the barn, and hit the open road for the 2-hour trip home. I was immediately struck by how comfortable the seats were, like driving in your favorite living room chair. It was also very quiet, especially for a convertible, and the transmission shifted well. The engine sounded good, but it was more subdued than I expected. Everything worked, radio, electric windows and mirrors, cruise control, climate control and heated seats. It made an excellent highway cruiser, with a smooth ride. The only issue I noticed was a noisy front suspension over bumps, including an occasional crunching sound.

Once home, I immediately joined DVJC as I find such clubs to be invaluable sources of knowledge, and asked a few members for recommended Jaguar mechanics. Albitz in Pottstown and Cloverleaf in Malvern were both recommended, so I ended up with Albitz to begin with. I wanted a PPI, only a post-purchase inspection in this case, plus I noticed an oil leak from the differential after the car sat for the night in the garage, plus the front suspension noises. They said the rear shocks were shot, but the front ones were fine, and couldn't duplicate the front suspension noise. In addition, a gasket in the differential needed to be replaced, and it needed a new mass airflow sensor to cure a few check engine warning lights. Much to my chagrin, I discovered the shocks for the CATS (Computer Active Technology Suspension) suspension are very expensive, the cheapest I could find were still \$450 each from Tire Rack. Over 2 more visits, because one of the Tire Rack shocks was defective, all of these items were fixed (except the front suspension) but I was \$3k poorer.

Over the course of the spring, summer and fall, I enjoyed driving the car 2-3 times per week, putting the top down in the morning for the 20-

minute commute to work, or taking it out for a spirited weekend drive around the Radnor Hunt area. On those occasions, in sport mode, the XKR cornered very flat in tight bends but you really had to floor it to get the transmission to downshift and provide decent thrust – and sound! The trunk is also huge, easily swallowing a couple of golf bags. Finally, perhaps its best feature was the styling – just outstanding from every angle; I'd catch myself looking back at it every time I parked it. I took it to the DVJC Annual Concours in 2022, and felt only the legendary E-Type was more attractive, with all due respect to the XJ Series I models.

In late fall, I attended the DVJC Jags & Java Junket, and noticed the low coolant light came on. When I checked it, it was indeed low, and added extra coolant. I also noticed a few drips on the garage floor. Additionally, by now I'd figured out that the front suspension noise was the drivers side tire rubbing on the wheel well under full compression. After checking the factory wheel-to-well measurements I found on the excellent Jaguar owners forum, I discovered that indeed, that tire sat about 1/2" lower than the passenger side, which was exacerbated when I put my 230lbs in the drivers seat.

From what I could gather from the forum, the front spring was sagging and would need to be replaced, another common problem on the XKR. That Ford-sourced 4.0 liter supercharged V8 is a heavy engine, and it's on 22-year old springs.

In January of this year, approaching my first year of ownership, I booked an appointment with Cloverleaf to do the annual maintenance, get a second opinion on the front suspension, and to check the coolant leak. Luckily, after a coolant pressure test, Ralph found a relatively inexpensive and accessible defective clamp on the coolant hose. The news on the front suspension wasn't so good. Naturally, Ralph said you shouldn't just replace one spring, both should be replaced along with both shocks, all of which made sense. Unfortunately, that is a time-consuming process, with



# My Jaguar Story (continued)

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expensive parts, which would add up to another \$3k or so. I decided to stand pat, especially since it was winter, and I was only driving it once per week in a leisurely manner.

By February, I'd come to the difficult conclusion that the XKR wasn't going to be a long-term player in my garage, despite its many positives. At its core, it's really a GT car in the best tradition of that genre, not a more visceral sports car like the Boxster and 911 Cab I'd owned in the past. A part of this is the Mercedes-sourced automatic transmission, with its emphasis on smoothness over quick shifts, combined with the tall 3.06 final drive ratio. Both combine to take some sting out of the mighty supercharged V8, I was missing the manual transmission, and found the steering to be a bit light in feel. All of that, plus the continued annoyance of the wheel rubbing.

I decided to sell it the way I bought it, through BaT, in March with full disclosure of my history with it. In the midst of the 7-day auction, though, the Jaguar gods struck again, apparently angry with my decision. This time, I noticed a much larger coolant leak. Ralph graciously accommodated me on short notice for a quick inspection. Turns out this time the coolant hose leak was from the supercharger itself, and this is a bear of a fix. The entire supercharger, and a whole bunch of belts, hoses and pulleys needed to be removed. Ralph said he "loathed" this particular job and the time it would take, and again, said I might as well replace all of those other parts while in there. Another \$3k estimate, gulp, and he wouldn't even be able to do it for another 2

months. Keep in mind, the original plastic tensioners were still on the engine, and I'd heard anywhere from \$3-4k for that fix. So I'm looking at about ~10k in total repairs. Too bad I lack the DIY repair skills of other DVJC members.

So the BaT auction ended, and my \$25k reserve wasn't met, so I put it on Autotrader 2 days later for \$25k. The next day, I get an inquiry from a potential buyer. Turns out he was bidding on the BaT auction but he was on a plane returning from Japan, and the WiFi cut off. He had a sleepless night having missed the opportunity, only to get a second crack at it. He would pay the \$25k, but I told him about the coolant leak and that I would try and fix it. We agreed to split the cost, because it would clearly add value to the car. I got a couple of other quotes in the \$1800-2000 range, but nobody could fix it within a month. The buyer grew impatient, and said he would get it fixed, so he paid me and I put it on his transport to Boston. Glad to see others are infected with car fever too.

This was clearly a learning experience for me, in regards to the car and the online auction buying experience. When buying older cars, nothing beats the old fashioned method of driving it and having it checked out in advance. I incurred substantial maintenance and repair costs as a result, and discovered the XKR wasn't exactly my cup of tea. That said, I have no regrets; I got to drive a beautiful Jaguar for a year, met some great people through DVJC, and sold it for the same price I paid. Next up? Hmm, how about the rare manual-transmission F-Type convertible....



# 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 two 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 last one was 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>. Stay tuned for next year. 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.

## 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 15: Wings & Wheels Car & Air Show.** Watch biplanes take off & land on grass. Van Sant Airport, 516 Cafferty Rd, Erwinna, PA 18920. 1-866-687-8359. Starting 930 am.

**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: Jaguar Touring Club (JTC) Covered Bridge Tour** in conjunction with Corvette Club. Starts at 9 am at Washington Crossing Historic Park, 1112 River Rd, Rt. 32. Ends at Lake Nockamixon. Followed by lunch at Chimney Rock Inn, Rt. 31, Flemington, NJ. Rain date 10/22

## Duryea Days at Boyertown

By: Kevin Fitzgerald

On Saturday, September 2, the Boyertown Museum of Historic Vehicles sponsored the 57<sup>th</sup> Annual Duryea Days car show at Boyertown Memorial Park in Boyertown, PA. Over 400 vehicles showed up, including a fair number of British cars. Three DVJC members participated.

Chris Huber and his son drove their red 1955 XK140 coupe and won a Museum Choice Award. Kevin Fitzgerald, driving his blue 1969 E-type, won the Museum Choice Award for "Best Sports Car." Perfect weather; plentiful shade trees, and a large swap meet made it a memorable event.



The Jaguar's Purr



# The DVJC Library is now open!

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

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

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

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

## Policy Statement

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

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

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

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

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

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

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

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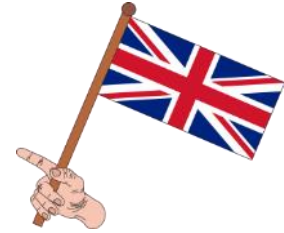
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## DVJC Wants You!



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

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

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

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

How to submit a response

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





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Email:

Occupation (optional): 



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Co-Member Name: 

<i>Last</i>	<i>First</i>	<i>M.I.</i>

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

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

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

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

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**Emergency Contact Information**

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

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

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

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

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



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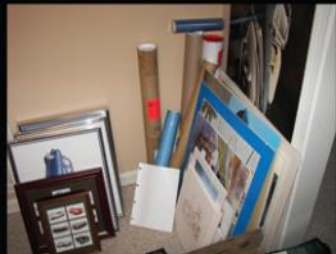


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