
The Jaguar's Purr©

Is an official publication of
THE DELAWARE VALLEY JAGUAR CLUB
A chartered, non-profit corporation
Founded in 1965 and incorporated in 1968.

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



November 2023

DVJC Pocono Prowlers



Twenty-seven DVJC friends had fun together at a variety of events over four days and three nights in the Pocono Mountains. The Pocono Prowl kicked off with axe throwing and dinner at a brew pub in Stroudsburg. The team of Franz Fox and Phil Janke bested five other teams to win the inaugural DVJC axe throwing tournament. Twisting rural roads, clear blue skies and our Jaguars combined to make three ideal destination drives. We took a fall foliage train ride through Lehigh Gorge State Park in Jim Thorpe, PA, toured Yuengling, the world's oldest brewery in Pottsville, PA and climbed the scores of stairs at Bushkill Falls. Thursday's dinner at the Deer Head Inn was complemented by live jazz music. On their return home, many members visited a long-time DVJC member's home to view their personal collection of scale model and full-size Jaguars. Everyone had a great time! Photos from the event are available on the web site www.delvaljaguarclub.com.



It's Time 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 "Renew My Membership", and scroll down to "Renew Subscription." 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 40 & 41 to update information.

Newsletter Contents

DVJC Pocono Prowlers..... Cover
 Membership Renewal2
 Advertising Rates.....3
 List of Officers.....3
 Notice (re: recruiting advertisers)3
 Upcoming DVJC Events.....4
 Your Monthly Bill.....5
 Member Anniversaries.....7
 DVJC Holiday Party Flyer.....8, 9
 Mike Tate Silent Auction.....9
 Membership Musings.....10
 DVJC Destination Drive12
 Nostalgic Ad13
 Memoirs of the Last of the Shade Tree Mechanics .14
 Classifieds22
 Phil-a-Trunk25
 DVJC Drives for Charity in "ABRR"26
 DVJC Online Store30
 DVJC Merchandise For Sale.....31
 Whaddya Mean There's No Return Ferry?32
 The DVJC Library Is Now Open34
 Subscribe to the Electronic Jaguar Journal36
 DVJC Wants You!37
 DVJC Membership Forms40, 41
 Coventry Foundation.....42
 Jaguar Lineage?.....44

www.BritishWiring.com

British Wiring 

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

Toll Free: 866-461-9050
 Fax: 610-845-3518
 email: sales@britishwiring.com
 P.O. Box 185 • 617 Walnut St., Bally, PA 19503



TRIUMPH RESCUE
Parts • Service • Restoration

610-845-8217
 Fax: 610-845-3518

617 Walnut Street
 P.O. Box 185
 Bally, PA 19503
 email: triumphs@triumphrescue.com

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



Thank you to our advertisers.

NOTICE

DVJC is pleased to announce that Bill Thompson is our new Advertising Director. As you know, a business recommendation from a DVJC member can be very compelling. So, when you know of a business in the greater Delaware Valley region which can benefit by advertising in our newsletter please contact them. Bill can help, please feel free to contact him at wmthomp@hotmail.com or 302 947-4134.

Triumph Rescue.....	2
British Wiring.....	2
Union Park Jaguar.....	28
Muncie Imports & Classics.....	29
SNG Barratt.....	35
JC Taylor.....	35
K&T Vintage Sports Cars.....	38
Lindley Motors.....	38
Moss Motors	38
Jaguar Willow Grove.....	39
Coventry Foundation.....	42
Jaguar West Chester.....	43
Welsh Enterprises.....	43
Cloverleaf Auto Service.....	44

ADVERTISING RATES

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

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

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

Business Card \$55 / year

CLASSIFIED RATES

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

Non-members \$15.00 per insert

MEMBERSHIP RATES

Single/Family
\$75.00 per year

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

Youth Enthusiast
\$35.00 per year

DVJC OFFICERS INFORMATION

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

Upcoming DVJC Events

November 12, 2023
10:00 a.m.—4:00 p.m.

Phil-a-Trunk Food Drive (see page 25)
Wells Fargo Center, 3601 S. Broad Street, Phila., PA
Contact: [Click Here](#) for more information and to register.

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 12)
1301 Heritage Road, Dover AFB, DE 19902
Contact: [Click Here](#) for more information and to register.

December 10, 2023
10:00 a.m.—12:00 noon

December Sunday Brunch
Desmond Hotel, 1 Liberty Blvd., Malvern, PA
Contact: [Click Here](#) for more information. and to register.

January 21, 2024
11:30 a.m.—3:00 p.m.

DVJC Annual Holiday Party (see page 8—9)
William Penn Inn, 1017 DeKalb Pike, Gwynedd, PA
Contact: [Click Here](#) for more information and to register.



Your Monthly Bill *November 2023*

“See Spot. See Spot run.”



Jaguar has announced two more special edition cars to commemorate seventy-five years of gasoline powered sports cars. The ZP Edition is a 150-car offering “inspired by two iconic 1960s Project ZP racing E-Types” that were campaigned shortly after the launch of the E-Type in 1961. The two exterior colors and special interior trims uniquely reproduce the livery of the 1961 ZP cars. You also get, *for no additional charge*, the white racing-style door roundels. The F-Type is not going quietly into the night. This one is powered by the 575PS supercharged V8.



Jaguar’s march to its reimagined all-electric future is relying on its Formula E racing experience to improve the performance and reliability of its coming all-electric vehicle offerings. In this, the highest class of open wheel

electric racing, the top two teams in 2023 are both competing using Jaguar electric power trains. Envision Racing, number one in the standings, is a UK team based in Silverstone Park. It is majority owned by Envision Energy, a Chinese wind turbine manufacturer. Close behind them is Jaguar TCS Racing, JLR’s racing interest, in partnership with Tata Consulting Services (TCS). Recall that Tata Industries is the multi-national conglomerate that owns Jaguar Land Rover.



With more than half of the scheduled JCNA slalom results reported, DVJC competitors are figuring prominently in North American standings. Mike Eck (1960 Mark IX) is currently in the lead for Class C – Early Sedans. Tom Shaner (2007 XK), Rich Rosen (2017 XE) and Jay Greene (2005 XJR) are all holding down second place in their respective classes. Congratulations!

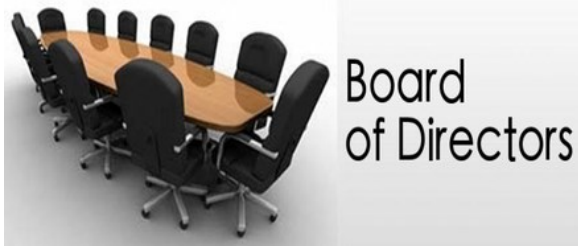
DVJC members were busy having fun during October. Twenty-five DVJC members took part in the Classics at Brantwyn, a garden party on the former DuPont family estate. Six Jaguars, all owned by DVJC members, were among the twenty-nine classic cars displayed on the grounds of the mansion. Paul Merluzzi has organized this fund-raising event for the benefit of the Kennett Symphony for many years. [See the photos here.](#)

Twenty-seven members enjoyed several beautiful days on the Pocono Prowl. The au-

Your Monthly Bill *November 2023(continued)*

tumn scenery was beautiful and the skies were blue as we traveled to several different attractions and ate together at an array of distinctly different restaurants.

The Copperhead Grille, just south of Bethlehem, was the site of the October club lunch. We did our best to fill their massive parking lot with Jaguars. The food and service were both excellent and we will consider this as a location for future lunches together.



The quarterly meeting of your board of directors occurred on October 24. Financial, membership and event planning topics are on every meeting's agenda. Depending on timing and need, additional subjects such as club merchandise, continuity and succession and continual refreshing of the club are also included on the meeting agenda.

Jim Sjoreen reviewed our financial position which is most appropriately characterized as healthy. Following board approval, Jim recently invested a portion of our cash balance in a six-month certificate of deposit. Reinvestment will be evaluated based on conditions when the CD matures. JCNA has announced an inflation-driven \$5.00 increase in annual dues for 2024 to \$45. The dues you pay to DVJC each year include this payment made by our club to JCNA and a portion that remains with DVJC. Based on our healthy financial position, we approved keeping our 2024 dues unchanged at \$75. The club is ab-

sorbing the increase.

To recognize the many contributions of Gerry Kunkle to DVJC, the board authorized a memorial contribution to the Coventry Foundation Library Fund in his memory. Gerry was a member of DVJC since 1998 and served as treasurer and as a board member of our club for many years. He was also instrumental in the organization and growth of the Coventry Foundation and served as its treasurer for several years.

At the end of September, club membership stood at 172 according to JCNA records. This represents a steady year-over-year increase of 30% from 2020 and the highest number of DVJC members in our history according to available JCNA records. Board members and others involved in volunteer roles work diligently to meet desires and interests across the wide spectrum of member preferences. I encourage you to [go to our website now](#) and renew your membership for 2024.



Responding to input from the 2021 member survey, we have made a conscious effort to rotate club events across a broader area of our geography so that members in outlying locations can conveniently travel to get-togethers closer to their homes. During our board meeting, we reviewed participation over the past year and found that very few members who live in these peripheral locations took advantage of the closer access to these events.

Three club events remain on the 2023 calendar. Next up is Phil-a-Trunk on Sunday November 12 at the sports complex in South

Your Monthly Bill *November 2023(continued)*

Philadelphia. The parking lot will be teeming with vehicles from dozens of car clubs in the greater Philadelphia area, all there to support people less fortunate than we by donating non-perishable food. This is our second year participating in this impactful charity event. Let's outdo our inaugural year participation of seven members. [Check the event page on our website](#) for details including the two options for meeting the group.

Director Bill Thompson has arranged a full Saturday (11/18) in Dover, DE including a visit to the Air Mobility Command Museum at the air force base. The museum houses over 30 aircraft varying in roles and sizes and has exhibits telling the story of humanitarian airlift and air refueling history. Among the thirty planes on display, you will see the im-

pressive KC 135 aerial refueling tanker and the massive C-5A Galaxy, a behemoth that weighs 375,000 lbs. empty and a nearly inconceivable 838,000 lbs. fully loaded – and it stays airborne? Following our time at the museum, we will gather for lunch at a nearby restaurant. Afterward, it's just a short drive to the Johnson Victrola Museum. Reservations close on November 16. [Don't wait, make your reservation now.](#)

Have a safe and enjoyable November. We all have much for which we can be thankful.

Bill

Member Anniversaries

Member		Co-Member		Join_Date	Years
C. Richard	Michie			30-Nov-69	54
Ken	Ruocco	Susan	Ruocco	25-Nov-93	30
Bruce	Russo			01-Nov-14	9
David	Leone			01-Nov-14	9
Gary Adam	Feldman			01-Nov-14	9
Robert	Nahodil	Melene	Nahodil	13-Nov-15	8
Andrew J. D.	Hurley	Hope L.	Hurley	01-Nov-19	4
Anthony	Tinari	Mary Alice	Tinari	08-Nov-19	4
Mark	Quinn			20-Nov-19	4
Allan	Horwitz	Linda	Harley	29-Nov-20	3
Steve	Gendler	Cathy	Ridings	05-Nov-20	3
Bill	Thompson	Jean	Thompson	09-Nov-21	2
James	Guerra	Daniel	Guerra	22-Nov-21	2
John	Walsh	Kathy	Walsh	04-Nov-21	2
Philip	Janke	Bonnie	Janke	22-Nov-21	2
Joseph	Settefrati	Susan	Settefrati	08-Nov-22	1

DVJC Annual Holiday Party

Sunday, January 21, 2024
11:30 am to 3:30 pm

At the William Penn Inn
1017 DeKalb Pike
Ambler, PA 19002 (GPS address)
At the corner of Rt. 202 and Sunneytown Pike

11:30 Cocktail Hour with Cash Bar and Snacks

A Free Drink Ticket will be offered to any member whose 2024 DVJC Dues are paid in full

The Buffet Brunch will be served at approximately 12:30 p.m. and includes:

Scrambled Eggs
Bacon and Sausage
Belgian Waffles
Sweet & Sour Chicken
Shrimp Scampi
Filet Mignon Tips
Salads
Delicious Deserts
and much more.

There will be a Silent Auction of Jaguar Automobilia and other automotive items.

If you wish to contribute to the **Silent Auction** please contact:

Jim Sjoreen at jsoreen3860@comcast.net
Noe LaFramboise at jagnoe@att.net

The popular themed **Gift Basket Raffle** is also returning to the party.

You must register for this event Prior to January 15, 2024

Register on the DVJC Website [Here](#) Now!

Alternately, please send a note indicating the number of people attending with a check payable to Delaware Valley Jaguar Club by January 15, 2024 to:

Paul Trout, 210 Warwick Furnace Rd., Elverson, PA 19520

610-286-5701 or pgtgt@aol.com

Mike Tate Silent Auction Donations

Donations are now being accepted for the Mike Tate Silent Auction which will be held at the annual DVJC Holiday Party which is scheduled for January 2024. If you would like to donate any items (Jaguar apparel, car parts, manuals, books, brochures, models, posters, and automobilia) please bring them to the next scheduled club event and give them to Noe LaFramboise or Jim Sjoreen. If you can't make a club event, contact Noe at 609-658-0363 to arrange for a meet up.

Noe LaFramboise email: jagnoe@att.net

Jim Sjoreen email: jsjoreen3860@comcast.net



Membership Musings

November 2023

By: Tony Tinari

Cue the Music: “♪ It’s the Most Wonderful Time of the Year♪”. No, not talking about Thanksgiving, Diwali, Hanukkah, or Christmas. Not even “Back to School” season, although who among us can forget that hilarious STAPLES® commercial of a few years ago featuring a joyful, albeit harried, father (see below) pushing a shopping cart through the aisles to the accompaniment of that tune, followed by two moping elementary schoolers (also below)? If you don’t recall it, here’s a link to refresh your memory: <https://www.youtube.com/watch?v=CD1PffNbZls>. Well, now that you’ve got that picture in your mind, and the song stuck in your head (it’s an earworm in ¾ time, to be sure), please let me explain . . .



With the month of November comes the most wonderful DVJC season of the year: Membership Renewal! Starting this month, your 2024 membership may be easily renewed online at the DVJC website. I just did so myself. While there are a few steps, it is straightforward and intuitive. Here’s how it goes:

Log In; Click on “Members” from the menu bar at the top of the home page; Select “Renew My Membership” from the drop down menu which will appear; Find and click on “Renew my Profile Information” (toward the bottom of the page) to review and update/verify your profile; Make any necessary changes to your profile, then click on the “Update Profile” box (which will return you to the previous page). Click on “Renew Subscription”, then hit “Click to Pay with PayPal or Credit Card” and you will be taken to the payment page where in all likelihood your credit card information or PayPal account particulars will be pre-populated. Select your payment option; your account will be charged the \$75.00 renewal dues for 2024 and you will receive a receipt via email. There are additional payment instructions for those who wish to pay by check.

One very important fact which should not be overlooked: our dues have not increased for 2024, despite inflation and despite an increase in the amount per member which DVJC must convey to JCNA. It’s still \$75.00 to us for a year of DVJC/JCNA membership and all that entails. Your DVJC leadership team felt strongly that keeping our dues flat for 2024 is a first priority.

Renewals are the heart and soul of this organization. Every year we lose a few folks who have moved, or perhaps sold a Jaguar or two, or have been unable to avail themselves of many of the benefits of membership, or, sadly, have gone on ahead to the JCNA “Chapter Eternal”. We undertook an initiative in 2023

to personally contact all of the non-renewers we could reach and, happily, were able to convince six of those member/co-member pairs to rejoin. It's interesting that our membership census at the end of last quarter (172) is exactly six greater than the total at this time last year (166). Without those potential non-renewers we would have remained static, as opposed to enjoying the membership growth we achieved which puts DVJC in the top tier of JCNA affiliate clubs which have increased membership year over year.

If you have read this far, well thanks, and in all likelihood, I am preaching to the converted. That being the case, I shall simply say thanks in advance for signing up for another year of DVJC events, information, fellowship, and car camaraderie. I look forward to enjoying all of that with you in 2024.

So much for the business of membership renewal. I had some kind, and well-appreciated, feedback from a few of you on last month's discussion of the current state of the collector car market. Several of you were particularly interested in a few of the high value examples that were illustrated. In the fantasy realm of "moonshot" or "hit the Powerball jackpot" thinking I was curious as to the model and value of the most expensive (and publicly disclosed) Jaguar automobile sale.

While two gorgeous E-Type examples were presented last month, it turns out they are not among the very most valuable of the E-Type breed. Not nearly. That distinction has been claimed recently by the one below, a 1961 Series 1 3.8 Litre Roadster which hammered for \$1,139,204 at the Gooding & Company auction at Hampton Court on September 6, 2023. It is reported to be the first E-Type ever actually sold, and the fourth right-hand drive roadster built.



I would have thought that would be the top end. Again, not nearly. A 1955 D-Type, which racer Ecurie Ecosse drove to victory at Le Mans in 1956, holds the title. It changed hands at an RM Sotheby's Auction in 2016 for \$21,780,000. This D-Type stands as the only Le Mans winning Jaguar C or D-Type vehicle to survive intact and, fundamentally, in its original form.



So much for life in the fast lane. Enjoy some autumnal adventures in your probably less expensive but equally well-loved Jaguar, and don't forget to renew your membership!

Happy November Motoring,

Tony

DVJC Destination Drive, November 18, 2023

By: *Bill Thompson*

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 2nd 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 Master's Voice". This museum rates 5 stars on Trip Advisor.

DETAILS:

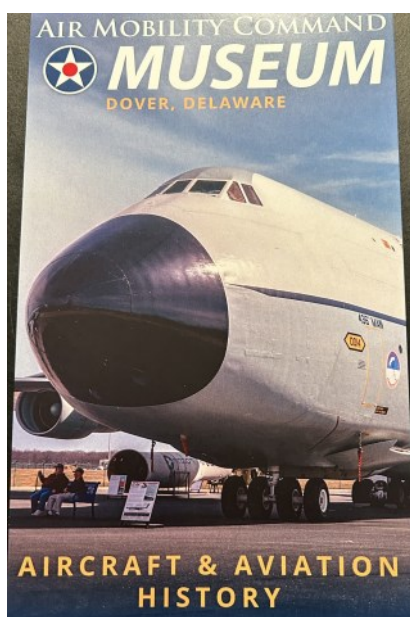
The Air Mobility Command Museum is located at 1301 Heritage Road, Dover AFB, DE. It is south of the Air Force Base, off exit 91 on Highway 1. Plan on a 9:30 a.m. to 9:45 a.m. arrival, with group parking in the "overflow" lot on the right side of that lot.

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](#).





'Superb—there's not a car in its class to touch it...'

SUNDAY EXPRESS

Outwardly the Jaguar 'S' type saloon is a car of compact dimensions—but when you step inside you will discover spaciousness quite remarkable in a medium sized car. Generous head and leg room and lavish furnishings conspire to offer expensive 'big car' comfort for driver and passengers alike—and there is a luggage boot of no less than 19 cubic feet to match. But, above all, the 'S' model, powered by the 3.4 or 3.8 litre twin overhead camshaft XK engine, 5 times winner of Le Mans, includes the very latest advancements in Jaguar engineering and is available with automatic transmission or new 4-speed all-synchromesh gearbox and overdrive. Fully independent suspension, self-adjusting disc brakes on all 4 wheels and self-adjusting handbrake, driver operated variable

interior heating for front and rear compartments, reclining front seats, twin petrol tanks and a host of other features provide typical Jaguar travel . . . that special kind of motoring which no other car in the world can offer.

JAGUAR



3.4 & 3.8 'S' MODELS

The Jaguar range also includes the 4.2 Mark Ten Saloon, the 2.4, 3.4 and 3.8 Mark 2 models and the 4.2 'E' type models

Memoirs of the Last of the Shade Tree Mechanics

By: “E” Alan Karpovitch

The purpose of this article is to review some lessons learned from my recent E-Type independent rear suspension rebuild. This same rear suspension was used on all three series of E-Types, the 1963-68 S-Type, the 420, the Mark X/420G, the XJS until 1991, and a significant run of the XJ6/XJ12 cars. So, what I’ve learned applies to a great number of members’ cars.

Robert J. Knight (1919-2000) joined Jaguar in 1944 and was the C-Type project engineer. He worked on suspension and chassis design. He developed the independent rear suspension for the E-Type in 1958 on a bet from Sir William Lyons that he could not do it in 28 days. He did!! Bob Knight eventually succeeded and replaced William Heynes as engineering overlord along with Walter Hassan. He became one of the foremost experts on Noise, Vibration, and Harshness (NVH). His revolutionary suspension design was the standard suspension in all Jaguar models until 1996.

I have included 20 things to consider to help make the decision if you want to do it yourself, and to make it easier to prepare for and repair your rear suspension. The format I have chosen is to pose/ask 20 questions, that should stimulate some thought if you decide to take on this project. Are you up to the challenge??

1) DO I LIKE TO TAKE PICTURES? I found my phone invaluable in this process, referring to it a zillion times to confirm, for example, which side did the nut, bolt and washer go through, and to help with the order in which things came apart. It makes for great discussions when your friends ask, “What have you been up to?” Just pull out your phone and start the slide show!!

2) TO DROP OR NOT TO DROP? There are many reasons to drop the rear suspension, but many maintenance actions and repairs

don't require it. Here is a list of maintenance tasks, for the most part from easier to more complex, eventually requiring the rear to be lowered. Note a full car lift is not required. But if you have one in your garage, I would certainly use it.

ITEMS REQUIRING RAISING THE CAR (or at least laying on your back):

- draining the gas tank
- changing differential oil
- greasing Zerk fittings on rear suspension (6)
- removing rear wheels to access grease caps (2)
- changing rear brake pads and/or bleeding brakes
- changing the flexible brake line
- adjusting the hand brake
- changing rear shocks and/or springs
- changing the rear brake caliper pistons. Note—I have previously done this job without dropping the rear, but might depend on how small your fingers are, and your supply of small wrenches and mirrors.

ITEMS REQUIRING RAISING THE CAR, AND DROPPING THE SUSPENSION:

- changing upper suspension mounts (4)
- changing universal joints on driveshaft
- working on hand brake pads or mechanism
- changing wishbone bearings/seals (or the wishbone itself)
- changing the half shaft universal joints
- changing hub carrier bearings/seating rings
- removing rear brake calipers
- cutting/changing rear brake rotors
- replacing radius arm bushings
- rebuilding differential
- painting everything in the rear suspension cross member
- undercoating the car (full coverage)

Memoirs of the Last of the Shade Tree Mechanics (continued)

3) HOW DO YOU EAT AN ELEPHANT?

One bite at a time, of course. For me this job entailed about 150 tasks, noting any individual task a competent home mechanic would be willing to take on. One task could take about an hour, but one frozen (or worse, broken) bolt can certainly put a dent in the day's plans and delay starting the next task. I always find it interesting and rewarding when I have two exact tasks to do (remove left and right shocks, for example). The second one goes so much faster than the first. I am sure it has something to do with having located all the right tools. (And of course, I am a good learner).

4) CAN I COMMIT TO ONE THING A DAY? Try to do one thing a day. It can be just looking-up parts to buy, or organizing tools, or pre-soaking bolts in WD-40, or conversing with a club member on the better way to do something. If you do one thing a day, you will prevent your project from turning into a hanger queen for three years, and you will look back (sadly) and wonder why you aren't driving your car.

5) HOW MUCH FREE TIME DO I HAVE?

I would say rebuilding the rear suspension is between 100 and 200 tasks, and correspondingly, each task needs about an hour, on average. I completed my suspension rebuild in 3 months. (Of course, I am retired).

6) DO I HAVE ENOUGH TOOLS?

You can't have too many sockets, box wrenches, screwdrivers and "persuaders" of various sizes, lengths and shapes. We all have our favorite go-to spanner, but having more is better. The challenge for me is finding it, knowing I bought it previously. Note Auto Zone, Advance Auto, etc. rent tools, like torque wrenches. Basically, you "buy" the tool, (they call it a deposit), and when/if you bring it back, you get your money back. If you want to keep it, and not get your money back, that also works for both parties. You can al-

so obtain the correct factory Churchill tools from the JCNA Coventry Foundation on loan. The Coventry Foundation is not JCNA but provides the service for JCNA via a MOU. There is no cost other than postage, and of course, the tools must be used expeditiously, and they want their tools back. It starts with reviewing their catalog on the JCNA website. They will put a big deposit on your credit card, you will pay for all shipping, and when you return them within 10 days (their goal) in the same condition, you get deposit \$\$ back (minus first shipping). Also, Coventry volunteers have done every job numerous times so they will offer some advice if asked. They will inquire what tasks you are doing to ensure you are getting all the tools you need the first time. I used the hand press (SL14) and rear spring shock absorber dismantling adapters (J11A) for the rear shocks, the radius arm bush remover and replacer mandrels (J21) (you will need access to a press to pop them out) and the lower wishbone pivot dummy shafts (J14) to facilitate seal relocation on the wishbones. The dummy shafts were very helpful, being the correct length and diameter. Shipping for me (dependent on weight) was \$80.00 each way. This was a great experience, and I highly recommend it. Generically, the foundation maintains 3 sets of tools, and they get them when shops (or shade tree mechanics) donate them. They also sell some, when they have too many of any one tool, especially if infrequently requested. On the popular tools, you might have to wait a few days and wait your turn. If those tools could talk they might tell you how they have traveled around the country fixing classics. Also, you might need to grind down some of your box wrenches to make them thinner to fit in tight spaces.

7) DO I WANT MY GARAGE FLOOR DIRTY? Collect old carpet, drip containers, cardboard and maybe rubber matting. There is no shortage of cardboard boxes in every shape and size on recycle day, if you walk

Memoirs of the Last of the Shade Tree Mechanics (continued)

around your neighborhood. Do you have an outside workspace available? This is where a stump for a worktable out under a shade tree comes in very handy, at least for me.

8) WHERE CAN I DEGREASE? I did many items in my backyard, in various tubs. I even trash picked a full-length recessed shower wall, which was an excellent container for degreasing the sway bar and the suspension cross member. My wife does not really like the smell of cleaning chemicals. I, on the other hand, I do not mind smelling like gas and toxic fumes.

9) DO I LIKE TO READ? Read the shop manuals, online parts books, and study pictures/diagrams. It really helps to have several different manuals to help you understand the job. I remind myself that I can outsmart, or at least understand, this 1950's technology. DVJC has its own library available to loan out various books. (You might treat them a little better than I treat my own shop manuals, although I reminisce when I open one of mine, with greasy fingerprints on certain pages).

10) DO I LIKE TO ASK QUESTIONS? Consult Jaguar forums, YouTube, and club members. You will be surprised who has done this job before you. And when one has done it successfully in the past, you really want to talk about it and help the next guy.

11) DO I LIKE TO SHOP? Check all websites for price part comparisons, and ask for a price match, even ask if they don't have the part. THESE GUYS ARE COMETITIVE. I was amazed when company A did not list a part, but company B did, and I asked company A if they could get it, and they said sure, and also, they beat company B's price! Thinking about it, company A did not need to warehouse the part, and they probably have a wholesale arrangement, so everybody won (especially me), since I got the part cheaper

and I was placing an order with company A anyway. Also, places sell used parts, but you might have to ask. I bought used chrome pieces and a replacement for my bent wish-bone. Sellers will gladly send you a picture. This also cuts down on lead time. Ask too, if they might do something not offered. I wanted to replace the hardback material for my door interiors, but they only listed the complete door panel, including vinyl and chrome. I just wanted the hardback material, and one company agreed, at a greatly reduced price. Also, it is staggering the number of retailers of Jaguar parts that can be found in the various forums. Remember that you are not the first to experience frustration, and many times vendors, totally unknown, will have exactly what you want or explain what their solution is. I have recently noticed my go-to non-British car parts supplier, PartsGeek.com, now has select parts for my E-Type. They are very competitive, ship quickly, and have never disappointed me.

12) CAN I BE ORGANZIED? You will need several cardboard boxes, of various sizes in which to store parts. Label them to save you from continually opening them up. (Although you might find it fun, like Christmas, to reopen a box to see what's in it). Various plastic bags, old pillowcases, bubble wrap and old plastic containers all come in handy. Trust me, on reassembly, you will be trying to remember where you put those unique fasteners, and you will still lose something.

13) ARE YOU A HOARDER? For the most part, I am a hoarder, and I will tell you the good in that. Example—I don't throw old parts away (or at least, not too soon). An example is I replaced the shocks. The timing of the final mounting of the shocks was weeks after removal, as the old ones needed to be disassembled, and springs sandblasted and painted. Well, even though I bought the exact Girling replacement shocks, the new ones

Memoirs of the Last of the Shade Tree Mechanics (continued)

did not come with the metal bushings at the top. A visit to the box labeled “old parts” found the right size bushings just waiting to be reused. A small thing, but I could have wasted 2 more hours ordering, or finding new bushings. Also, I did not have to deal with buying the wrong size.

14) DO I LIKE TO BORROW STUFF? I borrowed a small lift table/jack from a fellow DVJC member, Leo Kob. It functioned as a cart to move around and raise and lower the rear suspension (which probably weighs 450 pounds). It turned a 2-man job into only needing me, myself, and I. You will either need to have or borrow the following: several wood blocks (can stack them up), jack stands, a floor jack, drop lights, and enough room to lift the rear of the car 18 inches, so when you drop the rear suspension, you can get it out. You can get by with less height if you have room to remove it to the side. I also started with the front wheels raised, so the difference between front and back was not as great. And old carpet to lay on is worthwhile. Your old bones can thank me later. Access to a sand blaster and a wire wheel/grinder was a great help, but there are other alternatives.

15) DO YOU LIKE TO TRY NEW PRODUCTS? POR 15 is shiny durable black paint and is a great product. I had 28 items to degrease, sandblast, metal etch, and paint. It helped a lot to do them in a batch, as POR 15 is a 3-part system that comes in little cans, and you really can't reopen a can once used, so get it all done at once (Don't buy a large can). It's kind of like setting up your own assembly line production shop. Find a place to hang up all your painted parts 'TIL DRY. The results were excellent.

16) DO YOU LIKE TO FIGHT GRAVITY? Let gravity be your friend. I replaced the rear suspension mounts and the alignment has very close tolerances (with shims). To get the bolt holes lined up, I put a lot of wood

block support under each hub carrier, and the weight of the car body itself helped guide the alignment of the bolt holes, as I lowered the body onto the stationary rear suspension. I replaced all the rear suspension mounting bolts, which were a bargain as a package set.

17) AM I WILLING TO TRY REFITTING BEFORE REASSEMBLY? Consider fitting up the rear suspension mounts early in the process. The replacement mounts were the first thing I bought more than a year ago, thinking I would replace them sometime and not really having a plan or timetable to even start the job. Fast forward to dropping the rear, disassembling everything, sand blasting and painting and reassembly, and THEN I tried to see if my mounts fit. THEY WERE WIDER THAN THE ORIGINALS. They are installed with multiple shims (mine originally had 6), but at that point I needed to figure out how many more shims and what thickness I needed to buy. A micrometer is a good thing to own. I bought 10 more shims. All is well, but an earlier fit-up would have prevented another downtime waiting for the mailman (mail person?) with my additional shims.

18) AM I WILLING TO TAKE ADVICE/TIPS FROM SOMEONE WHO HAS DONE THE JOB? Here are 9 tips FROM THIS SHADE TREE MECHANIC:

- a) Use A LOT of liquid wrench/WD-40. It will avoid buying parts, or re-tapping holes, after you break/strip/round off the bolt/nut/screw head. Sometimes it helps to whack the item prior to attempting removal if you have the clearance. It sets up shock waves in the rust, so goes the theory. Turn the item both ways numerous times, and eventually, you will overcome the friction holding the two parts together. Sounds simple, but requires patience, and I occasionally still break something. I rationalize it by thinking it was a 55-year-old fastener, and might

Memoirs of the Last of the Shade Tree Mechanics (continued)

- have broken later at some inopportune time anyway. But if a bolt looks good, and still threads in tightly and smoothly, clean it up, smear anti-seize on it, and reuse it another 55 years.
- b) Harbor Freight sells lock wire pliers and lock wire, which is essential for some bolts in the rear suspension. Just watch a few YouTube videos and you will find it is easy to do after you try it!!
 - c) Put calipers, and lock wire, pistons, brake pads and emergency brakes back on before you put the suspension cross member cover back on. There is room and it makes it much easier, verses squeezing your fingers and wrenches thru openings.
 - d) Before sandblasting or painting, tape up/ plug threaded holes. This will prevent damaged threads, or having to re-tap holes to clean them out. You will need a tap and die set, sometime. Also fit-up parts first before installation, as you may have to ream out/sand off paint in bolt holes. Many tolerances are very tight. I have found my Dremel useful when I least planned for it.
 - e) When installing shocks, it worked better for me since the unit was off and upside down, to put the bottom bolts in first (Which are at the upper position for me). These have one thru-bolt with 2 nuts to hold on the two shocks to the lower wishbone. After attaching the shocks to the lower wishbone, bolt the top of each shock to the suspension cross member (which has more play).
 - f) If you drop the rear suspension, consider doing the drive shaft universals also while in there, as the only time you have access is if the transmission, or rear suspension, is removed first.
 - g) Note in the pictures, the forward two suspension mounts should stay attached (and new ones installed) to the suspension cross member. The two aft suspension mounts should stay connected (and new ones installed) to the car body.
 - h) After pressing-out and pressing-in new bushings into the radius arms (which can be stubborn, even with a ten ton press), final bolt-up will require a stretch. Attaching the small end to the wishbone is done before the fulcrum shaft is installed, and straightforward. After the entire assembly is connected back under the car with the four suspension mounts, you must pull the larger bushings forward to attach them back to the car, one at a time. I used Harbor freight nylon strap ratcheting tie-downs with hooks. You may have to get innovative, as no tool exists to do this. After the two attaching bolts are installed, lock wire is required.
 - i) Do some research, and then do some more research. The addendum is an interesting answer to the question, "Were differentials painted red, or black?"
- 19) DO YOU WANT TO SET YOURSELF UP FOR SUCESS NEXT TIME YOU MAY HAVE TO REMOVE THE SAME ITEM? Use anti-seize on almost every nut and bolt. A little goes along way, and it is magical stuff to prevent rust and it looks good.
- 20) DO I LIKE TO TAKE PICTURES? Take lots of pictures with your phone so you can write an article later. I know I started with that, but it is worth repeating.
- OUTCOME---My car now runs straight and true, and the handbrake works for the first time in my 43 years of ownership. And I surely saved a lot of money, have the secret pleasure of having done the job myself, and I know it was done right.

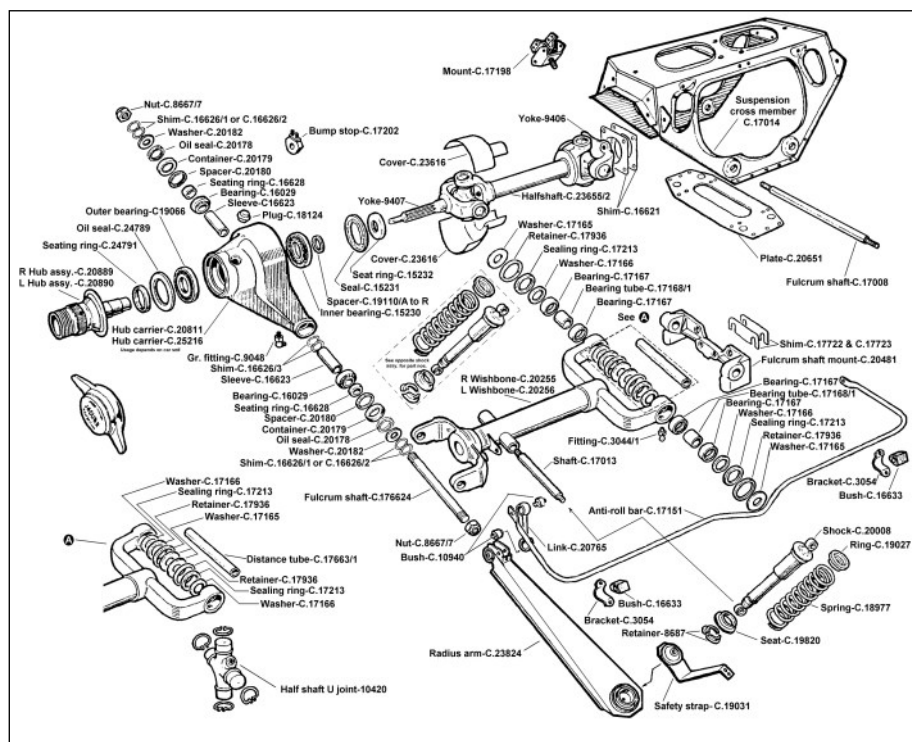
Memoirs of the Last of the Shade Tree Mechanics (continued)

ADDEMDUM—What color did Jaguar paint the differential?

The final differential casting was sealed inside and out with Glyptal paint. Glyptal (the company) served as the liquids research division of General Electric. G.E. would look to Glyptal to formulate and manufacture its specialty needs when no existing product satisfied the requirements. Glyptal (the paint), is an insulating alkyd enamel paint using a resin of glycerol phthalate. It was first made for General Electric in 1926 to be used both inside and outside of their differential castings to seal it and improve oil circulation. The idea was to encapsulate any last bits of molding core sand or grit and seal the surface of the iron which might have some pits in it. Originally black Glyptal was used on Jaguar E-Type differentials but this was changed to red Glyptal sometime after the first 500 cars because the black contained aluminum powder. The red color of the new differential seems to have caught Jaguar by surprise as

the pressed steel differential rear cover had been ordered separately, finished in black. The Jaguar solution was to over-paint the red Glyptal external finish with black paint. (Sometimes called DBP- Drippy Black Paint). The black paint used was clearly not a good match for the (non-stick) Glyptal and literally washed-off over time.

At some point Arthur Whittaker, Jaguar Chief Buyer and cost cutter, must have gotten involved and insisted the differentials be left in their Glyptal red and instructed the pressed steel differential rear covers be painted to match Glyptal red. I have not researched when these changes happened and the chronology is difficult to establish. Some early owners claim their differentials are red but have not factored in the fact the black paint, easily mistaken for dirt, is quickly removed when the differential is cleaned with degreaser. So, history shows they were black initially, red painted over with black secondly, and red finally. The S3 cars always had black differentials.



Rear suspension diagram

Memoirs of the Last of the Shade Tree Mechanics Photos



Loaner tools from Coventry



Spring compressor



Radius arm bush mandrels



Shower wall tub degreaser



Harbor Freight lift



46/13 differential tag (3.54:1)

Memoirs of the Last of the Shade Tree Mechanics Photos



Inside differential



Rear without brakes



Hand brakes



Rear suspension mounts



final product

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. 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 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 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.



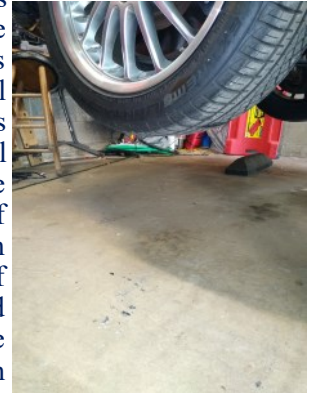
Leo Kob. Kobbie49lbc@gmail.com

CLASSIFIED

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



I purchased this lift new about two years ago and it's 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.

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

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, phone 215-527-5374



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



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.



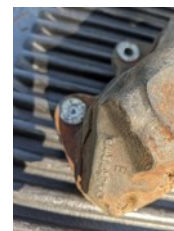
E-Type OEM Brake Calipers

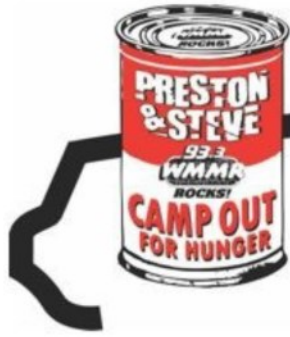


1 pair of 3 piston OEM brake calipers; E Type Series III / XJ12 Series I. Rebuilders require \$300 each as a core charge, \$250 for the pair plus shipping



Contact Joe at joe7bros@verizon.net or 215-290-2608.





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



PHILABUNDANCE

Philatrunk.com

Details regarding DVJC participation and registration are available by [Clicking Here.](#)

DVJC Drives for Charity in "America's British Reliability Run"

By: *Bob De Lucia*

Organized by members of Delaware Valley Triumph Club and the Positive Earth Drivers Club, the 2023 Pennsylvania version of "America's British Reliability Run" was held in central Pennsylvania. This was the second year following a "spoke and wheel" format. Rally participants stay in the same headquarters hotel each night instead of changing hotels daily. Drivers follow rural roads to each day's destinations and return to the same hotel each night, thanks to our masterful "Rally Master."

Thirty classic British cars registered for the drive. Twenty-seven made the drive. (One Triumph TR3 had a COVID cancellation, one Triumph TR8 had a pre-drive breakdown, and one Morgan withdrew.)

We had one breakdown (a Jaguar E-Type) which led to the infamous "Car of Shame" being used. Actually, it was a very nice non-British 2002 Mazda Miata. That car was swapped with the Jaguar out of the support trailer by the Ragtops & Roadsters team! Another MG broke down but was fixed by the stellar Ragtops support team lead by Eugene Toner.

Acting on former Vintage Triumph Register President Blake Discher's idea, with the Triumph Detroit club in 2003, DVJC member Dave Hutchison resurrected ABRR for the east coast in 2008. Including the first East Coast/DVT run in 2008, this was my 10th "America's British Reliability Run." It was my navigator and co-driver Joyce De Lucia's 2nd "America's British Reliability Run," her first since 2008! We did the first drive in my 1991 Jaguar XJ6. I have done other runs in my 2000 Jaguar XKR.

The breakdown of the classic British cars running was as follows:

Jaguars - A 1966 Jaguar E-Type, a 2000 XK8, a 2007 XK (driven from the upper pen-

insula of Michigan!), and a 2014 F-Type.

There were three Triumph Spitfire's, a Triumph TR250, a Triumph TR4, four Triumph TR6's, one Triumph TR8, and one Triumph Stag, one Morgan (1960), one Lotus, four MGB's, one MGA (1960), one Land Rover (1967), one TVR, one Aston-Martin Vantage, and one Sunbeam Alpine (1966).

On the first day, we had a spirited drive north on Pennsylvania back roads. Our first destination was a very private (no social media from us requested), fabulous car collection south of Pottsville, PA. Some great Jaguars, Daimlers, and other British cars were displayed there. Then, we enjoyed some more spirited driving to lunch followed by a tour of the Yuengling Brewery in Pottsville. That evening, we were on our own and headed out to the Amish Country for a meal.

The second day found us on some more amazing back roads to one of the few Morgan dealerships in the country, Morgan Cars Mid-Atlantic. From there, we took a short drive to the AACA Museum in Hershey for a self-guided tour and lunch.

In total, the routes were about 350 miles, if you did not get lost. Add to that the round trip to Morgantown. For those of us in the Delaware Valley, the drive totaled about 400 miles. Others drove further, including three teams that came from the upper peninsula of Michigan!

Over \$45,000 was raised for Shriners Hospitals for Children. Two teams each raised more than \$5,000. Five teams individually raised over \$2,000 and twenty teams raised over \$1,000 each. The Top Team raised over \$5,469 while another team contributed \$5,530 from 36 donors! "Team DVT" raised \$2,068.

Thank you everybody!

DVJC Drives for Charity in "America's British Reliability Run" Photos



UNION PARK JAGUAR

Proudly Supports

THE DELAWARE VALLEY JAGUAR CLUB



ROB SHIPLEY

Jaguar Client Advisor

Jaguar Master Sales Consultant

Jaguar Guild Member

rshipley@unionpark.cmdlr.com

302.573.5288

Union Park | 
Driving Expectations. | JAGUAR

Union Park Jaguar | 1900 Pennsylvania Avenue | Wilmington, DE 19806 | UnionParkJaguar.com



MUNCIE IMPORTS & CLASSICS

Automotive Specialists since 1975

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



muncieimports.com



mic@muncieimports.com

800.462.4244

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

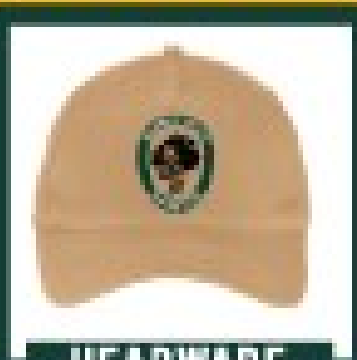


DVJC ONLINE STORE

ALL STORE ITEMS HAVE EMBROIDERED DVJC LOGOS



BIG & TALL



HEADWARE



LADIES



MENS



WINTER WEAR

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



DVJC MERCHANDISE FOR SALE

DVJC merchandise is available for purchase online at the club website (delvaljaguarclub.com) 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.

Whaddya Mean There's No Return Ferry? (November Calendar Car)

By: *Steve Gendler*

Editor's Note: Steve's 1969 E-Type OTS is the DVJC calendar car for November 2023. Unfortunately Steve was unable to write an article for this newsletter. This is a reprint of the article he prepared for the June 2021 *Purr*. Since joining the club in November 2020 Steve and Cathy have participated in numerous DVJC events. The E-Type placed 3rd in driven division in the DVJC 2021 Concours and 1st place driven division in 2022.

New member Steve Gendler, '69 E-Type OTS, recently entered his first show, the 25th Annual Lewes DE Motorcar Show. The car's first venture to the Lewes Show occurred in 1999, when it was entered by Efrim Adnopo, Steve's late wife Sally's favorite uncle. Efrim (known as "Ef") had beautifully and passionately restored the car starting in 1995 and owned it until Steve purchased it in the summer of 2020. At that 1999 show, the signal red car won one of the top fan awards, either Most Popular or the People's Choice Award (the exact name of the award is uncertain). Steve was feeling the pressure to uphold the family standard.

Ef was active in the DVJC despite spending summers in Penn Yan, NY on Keuka Lake. Some DVJC Members including Michael Wolf and Michael Tate accompanied Efrim to the memorable 50th Anniversary Celebration Weekend at Watkins Glen in 2011.



The first step to prepare for the 2021 show in Lewes was several sessions of waxing and wheel and engine detailing. This commenced regrettably just after the April Fort Washington State Park Club breakfast, having glimpsed under Alan Brown's bonnet, only to be blinded by his glisteningly chromed immaculate E-Type Coupe engine. No amount of using Steve's late wife Sally's silver polish (and telepathic cheering) morphed metal into chrome, but the car's carburetors, float chambers and brass throttle shaft did emerge with reassuring brightness.

Base camp for the show was friend Cathy Ridings's house in Wildwood Crest, NJ, a mere 20 minutes from the Cape May/Lewes Ferry Terminal. Cathy and Steve would take the Ferry as passengers for the entrants' Friday night Meet and

Greet from 5-7 pm and return to NJ the same night. The following day they reserved the 7 AM trip with the Jaguar from the Cape May Ferry Terminal to Lewes. Meanwhile, during the Meet and Greet and overnight Friday, the car would be safe under its tarp, with a kit of show prep products and towels ready to accompany Steve and Cathy (in their Kentucky Derby Day outfits) to the show on Saturday morning.

The Wednesday before the Friday Event, the Lewes show organizers sent out one last email blast to encourage attendance at the Friday night event, this time calling it "Meet and Greet Cruise-In" and urging all to bring their show entries.

So just before leaving, the Jag was added to the Friday night ferry reservation.

The highlight of the Friday night ferry ride over to Lewes was meeting the high spirited and charming members of the

Positive Earth Drivers Club of NJ. Through their array of grill badges, including on a gorgeous 1950 MGTD, Steve and Cathy learned about Lucas - 'Prince of Darkness'. Never mind that Steve ignored the ferry check-in attendant's comment about the 7:45 ferry back to Cape May being cancelled. He figured they would just catch another one back either earlier or later.

The abbreviated motto for Lucas was "Get home before dark".

As it turned out, we were not getting home at all...

During the ride over, the ferry was rocking back and forth violently, and one was unable to stand without hanging on with two hands. Unbeknown

Whaddya Mean There's No Return Ferry? (Continued)

to us, each crashing wave was sending salt spray from the Delaware Bay over the stern onto the boat, coating the OTS' interior and exterior. A mix of sea salt spray, pollen, and rain, which trickled through the louvers and baked on to shiny valve covers, tarnishing the week's work!

(So much for the week of cleaning and waxing!)

Upon arrival in Lewes, Steve and Cathy learned that there were NO ferries back to Cape May that evening, per the Coast Guard (given the rough seas). They were stuck in Lewes since they didn't want to venture on the long, arduous 3.5+ hour journey back which necessitated going all the way around the Delaware Bay.

They hunted for a hotel room and were lucky to score a room at the Inn at Canal Wharf. A quick stop at a Rite Aid for toiletries (who knew Rite Aid sold men's and women's underwear?) and then they search for a dinner spot....

Since the world was opening up from COVID, together with visitors for the Show, every recommended restaurant called was entirely booked, or quoted wait times were 90 minutes to 2 hours. None of this was particularly exciting news given a day of travel, wind, drinking and new surroundings. It turned out that one of the top recommended restaurants by locals at the Meet and Greet, called the Harbor, was on the grounds of the Inn at Canal Wharf. The Harbor's entrance was perhaps one E-Type car length from our ho-

tel suite door. The Harbor overlooked the marina and seemed quite magical, but impossible given the busy night. Before venturing off the property to further explore dining spots and wait times along Second Street, Steve gamely asked at Harbor whether any tables opened up (no!) and whether sitting at the bar was permitted (yes with COVID spacing). And...wait, two spots were just about to open up! With a view out to the marina, delicious food and impeccable service, our adventure had started to turn fun...

And the bartender (who was also the owner's son) later wanted to see the car, engine, everything. Beats cleaning the bar I guess!

The next morning, Steve and Cathy ventured in the show in the same clothes as they had worn the night before, hoping to borrow cleaning supplies from other entrants to spiff up the Jag. Turns out a great time was had seeing all the other cars and meeting new folks. Lunch with Bill Beible, Mary Alice Tinari, and Tony Tinari was festive and turned spectacular when Steve and Tony went to hear the award announcements and learned that Steve won 3rd place and Tom Shaner 2nd Place in the OTS category, with Jeff Bolmeyer 1st place for his XJR Saloon and Tony Best in Show for his XK150!

Despite being stranded in Lewes, Steve and Cathy's first show with the Jag ended up being a fabulous time and they hope for many more!



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.

J.C. TAYLOR

INSURANCE

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

NO HASSLES. COMPETITIVE PRICING.
AGREED VALUE.



JCTAYLOR.COM/JCA

888-845-3570



FIND YOUR JAGUAR PART AT WWW.SNGBARRATT.COM

Search parts



BEAUTIFUL PARTS FOR BEAUTIFUL CARS

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

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

S·N·G
BARRATT
GROUP

www.sngbarratt.com |




STEPS TO SUBSCRIBE TO THE ELECTRONIC JAGUAR JOURNAL

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

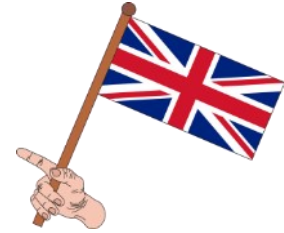
- When each Jaguar Journal edition is published on Zinio, subscribed members will receive an e-mail notification to their Zinio registered e-mail. A click on the link in the message will take you to WWW.ZINIO.COM
- Shortly after the Zinio notification a second email will be sent from JCNA with the current 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 HARD-COPY



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>



K&T VINTAGE

SPORTS CARS LLC

Ken Beck, Owner • Bethlehem, Pa.

Restoration & Repairs • Jaguars a Specialty



1958 XK150 Restored by K&T Vintage

www.ktvintagecars.com
484-281-8085



75 Years of Heartfelt Thanks

As Moss Motors celebrates a 75-year milestone, the first words that come to mind are "Thank You!" What a great ride it's been so far with these amazing cars, and we're so grateful for the exciting road ahead.



800-444-5247



MossMotors.com

Full Service Restoration Facility

Frame Straightening Including "E" Type Body Shell

Panel Shop & Structural Wood Reworking

Electrical Work / Fuel Injection Fault Diagnosis

High Quality Refinishing a Specialty

Upholstery Shop

Engine and Driveline Rebuilds

Comprehensive Maintenance on Later Models

Servicing at the Same Location Since 1967

Jaguar



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

JAGUAR F-PACE SVR

EDITION 1988

1 OF 394 WORLDWIDE

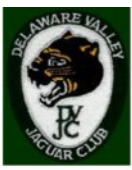


AVAILABLE AT JAGUAR WILLOW GROVE

215-443-5900

900 S. YORK RD.
WILLOW GROVE, PA
19090

WWW.JAGUARWILLOWGROVE.COM



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 (Dues for new members joining after October 1, 2023 applied to the 2024 membership year.) \$75.00

Youth Enthusiast \$35.00

If paying by check:

Please make your checks payable to DVJC

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

Jaguars Owned				
Year	Model	Body Type	Color	Memo

Emergency Contact Information

Full Name: _____
Last *First* *M.I.*

Address: _____
Street Address *Apartment/Unit #*

City *State* *ZIP Code*

Primary Phone: _____ Relationship: _____

Direct questions to: membership@delvaljaguarclub.com.

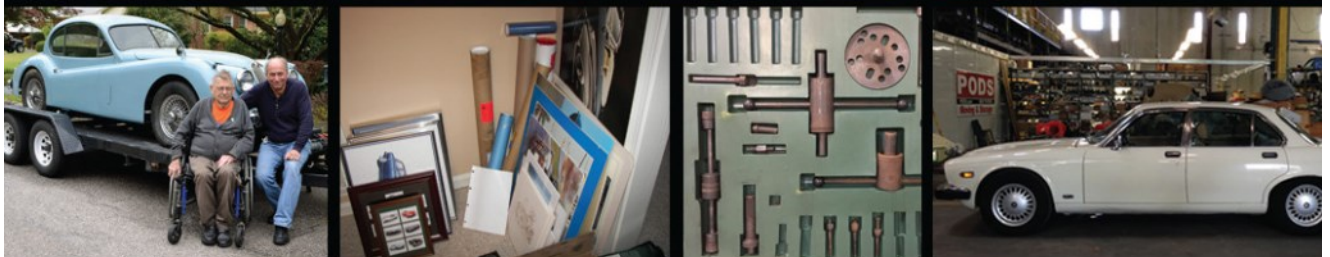


Now Accepting Donations

COVENTRY FOUNDATION

Donate Today

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



www.coventryfoundation.org



KEEPING YOUR *iconic* JAGUAR ON THE ROAD SINCE 1965

WELSHENT.COM

1-800-875-5247 DOMESTIC

+1-740-282-8649 INTERNATIONAL

NEW, NOS, OE & USED PARTS FOR ALL

JAGUAR MODELS FROM 1947 TO THE PRESENT



JAGUAR WEST CHESTER

1330 Wilmington Pike, West Chester, PA 19406

610.436.0600 JaguarWestChester.com



Treat Yourself to the Luxury and Performance You Deserve



Cloverleaf Auto Service

Proud to have been supporter of DVJC since 1975

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

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

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

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

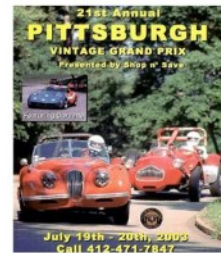
For almost a half a century Cloverleaf has been repairing, restoring and modifying British cars for the enjoyment of their owners

"We walk the walk and talk the talk"

610-647-5954

Malvern, PA

www.cloverleaf-auto.com



Jaguar Lineage??

By: Brian Craig

On a recent visit to the Orlando area Pauline and I took the grandsons to the Orlando Science Center. There we discovered a display of fossils. The guide at the desk was describing the various items and pointed out the pictured item and stated it was a Jaguar skull. I

asked about the Jaguar model and she seemed confused by the question. Not being able to get a definitive answer and considering the somewhat aerodynamic shape I'm guessing this is from an early XK120. The earlier Jaguar SS and other models were too boxy.

