
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB

A chartered, non-profit corporation

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January 2024

DVJC Is Ready For The Holidays



The weather outside was frightful but the company inside was delightful. On a dreary Sunday, December 10th, 2023, thirty-two (32) members of the Delaware Valley Jaguar Club gathered at the Desmond Hotel in Malvern, PA for a delightful brunch. A semi-private room allowed attendees to have pleasant conversations while enjoying an excellent buffet brunch. Thanks to Paul Merluzzi for organizing this outing. Photos from the event are available on the web site www.delvaljaguarclub.com. Continue the holiday celebration at the DVJC Annual Holiday Party on January 21st. Register now by [Clicking Here](#). Also, see pages 7 & 8.



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 "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 33 & 34 to update information.

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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](mailto:wmothomp@hotmail.com) or 302 947-4134.

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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

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MEMBERSHIP RATES

Single/Family
\$75.00 per year

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

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\$35.00 per year

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Upcoming DVJC Events

January 6, 2024

**DVJC Day at the Movies—Ferrari
Regal UA Theater, King of Prussia
Dinner afterward**

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

January 21, 2024

11:30 a.m.—3:00 p.m.

Register Now

**DVJC Annual Holiday Party (see pages 7—8)
William Penn Inn, 1017 DeKalb Pike, Gwynedd, PA**

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

February 10, 2024

10:30 a.m. to 1:30 p.m.

Save the Date

**Brandywine Museum of Art—Tour and Lunch
1 Hoffman’s Mill Road, Chadds Ford, PA**

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

March 23, 2024

10:00 a.m. to 1:30 p.m.

Save the Date

**Classic Auto Mall & Destination Drive to Lunch
6180 Morgantown Road, Morgantown, PA**

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

April 21, 2024

11:00 a.m.—2:00 p.m.

Save the Date

**Brunch at Plumsteadville Inn
5902 Easton Road, Pipersville, PA**

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

May 3, 2024

9:00 a.m.—1:30 p.m.

Save the Date

**4th Annual DVJC Golf Outing
The Club at Shannondale, 2750 Egypt Rd, Audubon, PA 19403**

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

May 18, 2024

Save the Date

**Spring Fling
Ringing Hill Fire Company, Pottstown, PA**

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

June 1, 2024

Save the Date

**DVJC Concours d’Elegance
Historic Hope Lodge
553 S. Bethlehem Pike, Fort Washington, PA**

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

June 22-23, 2024

Save the Date

**Philadelphia Concours d’Elegance
Simeone Foundation Auto Museum
6825-31 Norwitch Drive, Philadelphia, PA**

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

June 29, 2024

Save the Date

**Jaguars on the Lawn
Home of Carol and Ed Petrow**

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



Your Monthly Bill *January 2024*



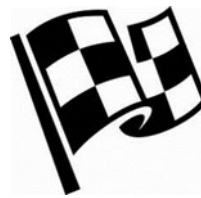
The New Year has arrived and it's time to hang your 2024 DVJC calendar! I'm sure you'll agree that the calendar committee has produced another first-class edition. Your thanks should be directed to the committee members (Paul Trout, Kevin Fitzgerald, Mike Wolf, Tony Tinari, Jay Greene, Mark Kogan and Brian Craig) and to each of the owners who contributed a photo of his or her Jaguar. Job well done! I know I'll enjoy reading the owners' articles about their cars in the Purr throughout the year.

And, speaking of member articles, the Purr is even more interesting when it includes a variety of contributions in addition to the Monthly Bill, Membership Musings and the calendar car articles. Please consider being a contributing writer in 2024. Choice of subject is wide open: cars (Jaguar or "Brand X"), trips, technical, family, hobbies, occupation – it's up to you. Length is also at your discretion. You can write a few short paragraphs or a several page article.



If you weren't one of the thirty-four members at the Fox & Hounds Pub at the Desmond Hotel in Malvern, you missed a good time with each other - and no one should have gone home hungry! The full buffet spread included omelet and carving stations, a range of hot and cold selections, and a huge dessert table.

That brunch was the last of twenty-two events offered by your club during 2023. During the year, members enjoyed a mix of social and competition events, destination drives, special attractions and plenty of good meals. Consistent with preferences expressed in our 2021 member survey, we met at varied locations across our area and held events on both Saturdays and Sundays.



Ready, set, go! 2024 events kick off with [Movie Day](#) on Saturday January 6. The feature film is Ferrari, a movie about the life of Enzo Ferrari. After the show, we'll have dinner nearby. Register now on our website and watch for announcements with the final details. Our [Holiday Party](#) is on Sunday January 21. This is always a great opportunity to reconnect with members who you haven't seen for a while and to make new friends so register now. You will, again in 2024, have a great variety of events at which you can enjoy your cars and friends together. I encourage you to contribute your ideas or organize and host an event. Several members have already done so.

Membership renewals are proceeding well. Over 2/3 of us have already renewed and paid our 2024 annual dues. These funds support operations and activities of your local club as well as the Jaguar Journal and Jaguar Clubs of North America's supporting operations and services. Everyone attending the Holiday Party whose 2024 dues are paid in full is eligible for a drawing to win a refund of those dues – 'works out to be a free one-year membership. If you haven't yet done so, [login here](#) and renew your membership.

Your Monthly Bill *January 2024(continued)*



The next quarterly meeting of the DVJC Executive Committee is scheduled on Tuesday, January 9 at 3:30 PM. All club members are welcome to observe and contribute your ideas. [Check the website for details.](#)

With sadness, I am sharing news of the deaths of two members after long illnesses. Robert Nahodil, who joined our club in 2015, passed away on December 10. He and Melene hosted several Gatherings of Friends at their home in the Poconos. Also, Robin Haynes Anspaugh, wife of Alan Anspaugh, died in mid-December. Alan and Robin have been members since 2006. Condolences to both families.

JLR I was encouraged when I read the recent news release announcing the full integration of JLR's global enterprise including corporate, sales, manufacturing (all the way to the shop floor production lines), warehousing and supply chain. As part of the project, they are fully enabling artificial intelligence (AI) to accelerate identification

and resolution of problems throughout the enterprise. The effort is aimed at addressing many long-standing challenges at the company including stubbornly high costs, quality issues and agility. Target completion is year-end 2025. A lot is happening and Tata (the parent company of JLR) is certainly applying resources to improve the business. I hope that, through it all, Jaguar emerges as a stronger brand.



Bill

Welcome New Members

David Cliffl
Glenmoore, PA

Don't Wait!! Register Now!!

Registration Ends January 15th!!

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 Sumneytown Pike

11:30 Cocktail Hour with Cash Bar and Snacks

A Free Drink Ticket will be offered to every 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.
Creative donations from our members are requested.

Please contact Irena Merluzzi at Ibmerluzzi@aol.com to donate a basket.

The cost for all of this is only \$37.50 per person.

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 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: jsoreen3860@comcast.net



Membership Musings

January 2024

By: Tony Tinari



Winter solstice has come and gone, and we are heading into weather which will undoubtedly put some frost on your Jaguar (see above). Of course, the good news in our hemisphere is that from here on out, the days get longer until the summer solstice. In prehistoric times (about which more in a moment) the winter (hibernal) solstice was thought to mark the symbolic death and rebirth of the sun. Now we know that we are just beginning another circumnavigation around that sun. Happy New Year to all of you as we begin our annual drive!

As you know well by now, here at DVJC the New Year is marked by the receipt of a new wall calendar. I trust you have each received yours and are as impressed with the quality of it as I am. (In the event you have not gotten your copy in the mail, please let me know at membership@delvaljaguarclub.com.)

One of the joys of writing this column each month is that the important stuff (events, club news, etc.) will have been covered more thoroughly elsewhere in the *Purr* and, accordingly, I am allowed, and occasionally encouraged, to meander “off road” wherever I like providing there is at least some tangential relationship to Jaguars. So as another journey around the sun begins, I got to some deep thinking about the relatively short history of Jaguar automobiles on earth versus the arc of time. (Heavy stuff, I know.)

In an 1821 essay entitled “New Year’s Eve” Charles Lamb declared: “No one ever regarded

the first of January with indifference. It is that from which all date their time and count upon what is left.” Lamb was an English romanticist, so perhaps he would have been pleased to be quoted in a British car club journal. At any rate, in the grand scheme of things, Jaguar history, and for that matter all of automotive history, is truly the blink of a cosmic eye.

Imagine if you would, that a contraption such as the Jaguar F-Type would have existed in the earliest of times. Apparently, I am not the only one thinking of such a fanciful thing, since below is one artistic vision (a “mash-up” I suppose) of what a prominent Bedrock family might have proudly had sitting in their stone driveway.



Fred & Wilma Flintstone, with their F-Type

Fast forwarding a little bit in history, well before there were Jaguar cars in Great Britain, there was of course a prehistoric monument on Salisbury Plain in Wiltshire, England which exists to this day: Stonehenge. While the whole monument is now ruinous, nevertheless it is still aligned toward sunset on the winter solstice and sunrise on the summer solstice. Ah, those perennial solstices . . . Again, I am apparently not the only Jaguar enthusiast ruminating upon these things, as I happened upon the following photo from the Jaguar Drivers Club (U.K.):

Membership Musings

January 2024 (cont'd.)



Two British Icons-Stonehenge and Jaguar

I believe all of this demonstrates the timeless appeal of the passion which unites us all in this hobby. In any event, enough meandering through time! Now into the present day and the more pertinent subject of DVJC membership. While we have welcomed 4 new DVJC members into our ranks since the November 1, 2023 “incentive

date”, nevertheless as of this writing we are up to 124 members renewing out of our cohort of 173 members in 2023, or approximately 72%. We are counting on a January surge to get us close to the total headcount we enjoyed last year. Certainly, holiday travel and preoccupation, inadvertence, and plain old procrastination may each help account for the renewal rate so far. However, I encourage all of you to be certain your own 2024 renewal has taken place and to encourage your DVJC friends to renew if they have not already done so. We will be personally contacting all non-renewing members during the month of January. Finally, I look forward to seeing many of you at our January events, the movie day (“Ferrari”) and dinner on January 6, and our annual holiday party at the William Penn Inn on January 21.

Happy January Motoring and Happy 2024!

Tony

The logo for Proper Noise Vintage Restoration is centered on a blue background. It features a stylized vintage open-wheel race car in the foreground. Above the car is a blue semi-circle containing the word "PROPER" in white, bold, sans-serif capital letters. The words "VINTAGE RESTORATION" are written in a smaller, red, sans-serif font along the top curve of the semi-circle. Below the car, the word "NOISE" is written in large, white, bold, sans-serif capital letters. At the bottom of the logo, the contact information "610.775.3228 | PROPERNOISE.COM" and the address "2242 DENGLER STREET MOUNT PENN, PA 19606" is displayed in white, sans-serif font.



Speaking of Things Jaguar - January 2024

By Paul Trout

Could Be the Battery

A couple of weeks ago on an unseasonably warm December afternoon I was up on a ladder hanging Christmas lights (normally this would be performed on one of the coldest days of December, but the weather just didn't cooperate this year) when the phone in my back pocket started ringing and vibrating. Any sensible person would have let the call go to voicemail and checked it later when on firmer footing; I pulled it out of my pocket and saw it was my brother Skip, the one who lives in South Carolina. We talk frequently, usually about cars and such, so I answered it. Skip has a Porsche and a 1974 Triumph TR6. The long-standing Triumph vs. MG rivalry is one that we have over the years come to embrace in jest. Skip started with "The Triumph won't start". I pointed out... "Not unusual; it's a Triumph." (The MGB starts every time, except when it doesn't.)

"It's been sitting for about a month, so I decided to dig it out and take it for a drive. Turned the key and got a single "whoomph" and then nothing." "I checked the battery, and it is showing 12.8 volts. I think it might be the ignition switch." My brother has an engineer's mind so the obvious is never the diagnostic starting point. The ignition switch on a TR6 is in the dashboard and it is not a simple task to remove. The battery, however, is right there on the cowl staring you in the face,



unlike Jaguars



and MGBs



Speaking of Things Jaguar (continued)

whose designers chose to hide those big heavy black cuboids in various hard to find, inaccessible places.

I asked a few questions like “What happens on the dashboard when you turn the key?” He indicated that the gauges work, but the lights don’t, and I don’t hear the solenoid clicking. Since he seemed convinced that it wasn’t the battery (I wasn’t), I offered a few suggestions: check the fuses (he’d done that), figure out what is working and what is not, get a voltmeter and a test lamp and trace the voltage from the battery and study your wiring diagram. But added “I think it could be the battery.” He said he was back in the house now and the Duke game was about to begin so he would check those things tomorrow and give me a call.

The next day, he called and said he put the battery on a slow charge overnight and now he has lights. I asked if he keeps the Triumph on a battery tender. “No, just the Porsche.” I asked if he had tried to put a jump box on the battery to see if it would start with the extra boost. He said he would try that and call me later. The call later indicated that the jump box didn’t help and tomorrow he was going to test the battery cells with a hydrometer and then take the battery to be tested if those readings were inconclusive. “This battery cost me \$140 four years ago. We agreed the next one would probably be about \$200.

On the third day there was proper voltage and amperage.....from a new battery. The guy at the counter indicated that “dead” was a way too optimistic description of the four-year-old Interstate battery. The price for the new one? Exactly \$200. We had a good laugh about the whole process of arriving at the obvious problem and shared a couple of old battery stories.

I’m sure most of us have had to deal with an automotive battery problem at least once or twice. I know I’ve had my share.

When Sue and I got married some fifty-three years ago I was soon to be discharged from the Navy and our only car was my 1967 MGB with very weak batteries. Aside from the car we had little else. Buying two batteries for it was a bit

beyond the budget, so I became quite good at “bump starting” it. The little house we rented in Pughtown (yep, that’s a real place) had a driveway that sloped downward to busy Pughtown Kimberton Road (you can guess what two metropolises it connected) so in the morning I could do a one leg push from the driver’s seat and roll back far enough to “bump start” it in reverse and stop before entering traffic. All the years we lived there it never occurred to me that backing into the drive would make that process much easier. Anyway, at work I would repeat the process at the end of the day to come home. This went on until the third member of the family was about to arrive and a larger car was required. I “bump started” my MGB one last time, drove it to the BMC dealer and came home with our brand-new Austin America. Life with that car is a whole other story for another time.

Then there was the time, in the early 70s, when I drove our American Motors Hornet Sportabout home in a heavy snowfall and parked it, covered with about 6 inches of snow on top, in our unheated garage. The next morning when I came out to the garage it was still covered with snow except for a small circular patch in the center of the roof that was dry. That’s when it dawned on me; I had turned the dome light on to look for something and failed to turn it off. The battery, of course, was flat. To this day I still check the garage every night before I go to bed to ensure all the cars are snug and dark.

Sue has owned her second X-Type, the black 2006 known as Lady Warwick, since it was new. Around 2009 the car started offering up some strange fault indicators. The most prevalent was a DSC (Dynamic Stability Control) fault that would show up around the time the car got to the end of our driveway. If she turned the car off, removed the key, and reinserted the key, the fault would not show up upon restart. I was quite concerned that we had a serious problem, perhaps with the ABS sensors or something even more complicated. A google search (best tool available for obtaining plenty of correct and/or misleading diagnostic advice) showed a high volume of advice indicating it was most likely the battery. The explanation being that while the battery may have enough juice to start the car, but by the time the

Speaking of Things Jaguar (continued)

electronics went through all the system checks the voltage was low enough to trigger a fault on the last thing checked. A new Diehard was installed, and the faults were gone, never to return. Diehards have always given me good service, so I was a bit surprised six years later when I got a call from Sue that the X-Type wouldn't start. She wasn't too far away so I grabbed jumper cables and headed to the restaurant parking lot where she was stranded. Jumper cables connected to the Subaru did not do the trick, so I called AAA and requested a flatbed with a heavy-duty booster. The truck showed up fairly quickly, but several attempts with the booster failed to get the car started. Finally, as the driver was just about to pull the car onto the flatbed, I asked him to try one more time with everything (radio, HVA, etc.) off. He relented and miraculously it started. I instructed Sue to drive directly home and leave the car running when she got there. I would follow. Just as she pulled into the garage the car died. Even my professional roll-about AC powered 200-amp booster could not turn it over. I put it on a slow charge overnight and still nothing. So, I looked around for a Sears Automotive store (a dying breed at that time) and found the one in Exton was still in business. I plopped the battery on the counter and told the guy, in a Monty Pythonish manner that "this battery is deceased". He didn't get it, apparently not familiar with the dead parrot sketch, and said he had to test it anyway and it would take about fifteen minutes. Since I never have a problem wandering aimlessly around an automotive store, I said I'd wait. Thirty seconds later he returned and said there was no need to test this battery; it was deader than dead. We really could have pulled off a "Dead Battery" sketch if only he had been a Monty Python fan. The new one was just shy of \$200, but I had my six-year-old receipt for the \$79 I had paid for that lifetime guaranteed Diehard. I walked out with a new Diehard as the man at the counter was saying "The next one won't be free". That, now eight-year-old, Diehard is still in Lady Warwick who now has a tender attached to her.

Modern batteries are generally sealed, so there is no longer a need to check the level of fluid in the cells and top up with distilled water, The only physical maintenance required is keeping the ter-

minals tight and clean. However, what is vitally important is keeping the battery charged. If your Jaguar is going to sit for more than a couple of days, keep it on a battery tender. All three of our Jaguars and my MGB have tenders attached.



They all start when I want them to. I've learned (always takes a few learning experiences) that modern classic Jaguars are very sensitive to voltage fluctuations and a tender is inexpensive insurance against mysterious faults. They are relatively inexpensive to purchase and easily installed in a manner that allows quick connection and disconnection. Of course, you have to remember to plug the tender in as a friend of my brother's who stores a McLaren for a friend found out the hard way. He generally takes the car for a drive once a month to keep the battery and fluids happy and the McLaren has a built-in battery tender that only requires plugging in an extension cord. The cord was indeed plugged into the car, but the other end had been pulled out of the for some temporary use and not plugged back in. I'm told the McLaren goes "to sleep" if the battery gets too low to support the electronics and is supposed to lower one of the windows so that you can get into the car to release the front luggage compartment

Speaking of Things Jaguar (continued)

for access to the battery. It didn't. The procedure for accessing the battery when dead in a closed McLaren is, as you might expect, not an easy task. First jack up the left side of the car. This in itself can be a challenge since missing the jack points could easily shatter some very expensive carbon fiber. Once you have the car up, remove the left front wheel and remove the inner wheel well screws at ten and two. This will allow you to peel back the flexible inner wheel well enough to see the cable that releases the lid to the front luggage compartment. Once the compartment is open remove the eight tiny screws holding the battery cover. Throughout this procedure it is important to keep reminding yourself to plug the tender in next time. This procedure, complicated as it seems, at least offers access to the battery. Your modern classic Jaguar might not be so kind. On the X100s (XK8/XKR) the battery is deep inside the right side of the boot. This requires opening the boot to access the battery. Typically, the boot is opened via the button in the center of the exterior boot trim, the button on the left side of the dashboard or with the remote. All these methods require the car's battery to be functional. Jaguar does provide a keyhole to use your key to open the boot manually. It is hidden in the model identifier to the right of the boot.



Unfortunately, this is rarely, if ever used. Over time the mechanism operated by the key gets corroded inside and fails to work, offering you no way to access the boot. Unfortunately, I have found no YouTube videos on how to access the boot in this scenario. Trying to push some voltage into your battery through the cigar lighter or through the connection to the fuse box might work. To prevent painting yourself into this corner, exercise your key operated manual boot release frequently. If you find it stuck, shoot some graphite powder or WD-40 in the hole and let it do its job.

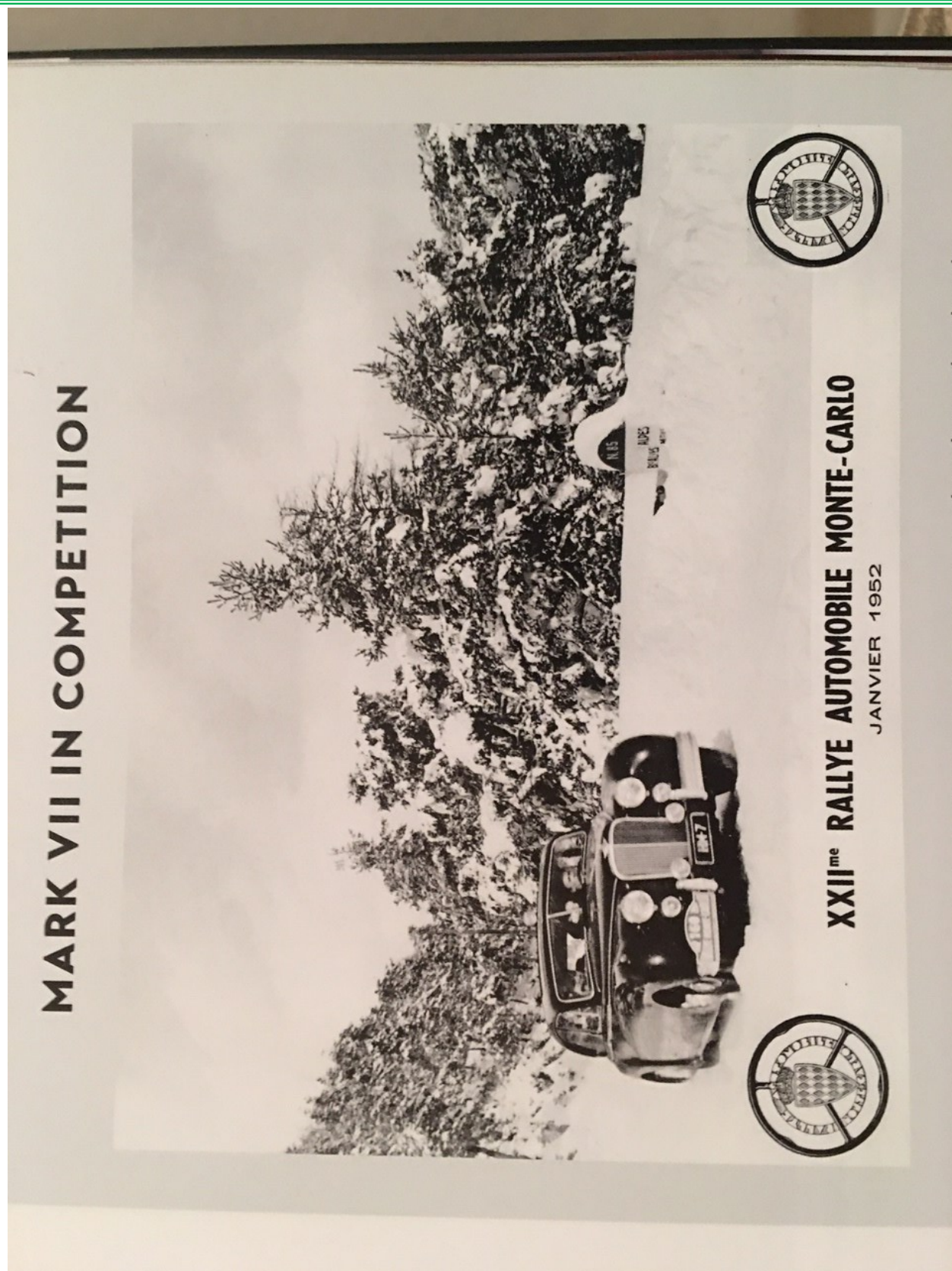
I follow several X-100 Jaguar Facebook groups where owners often solicit advice in resolving unusual fault indicators. More often than not, the comment is "it could be the battery" followed by "do you keep it on a tender?" On the rare occasion it is not the battery, but generally it is and the new battery solves the problem and a tender keeps it away.

In the, hopefully, far far, distant future old men will recall, to those who will listen, a time when Jaguars roared rather than making the sound of one hand clapping. In these dull, quiet days to come, tenders will be replaced by quick charging ports in the garage and plugging in your mute cat will be a matter of course. "Could be the battery..." will become "I sure hope it isn't the battery" because \$200 isn't going to get you a new EV battery."

Thanks for reading. It's nice to be back.

Enjoy Your Jaguar...

Paul T



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—\$78,500

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.



HOLIDAY STOCKING STUFFERS:

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. Concours 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

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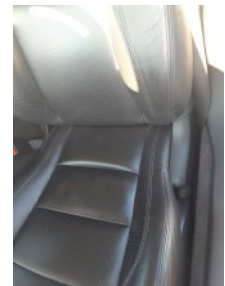
2009 Jaguar XK



Garage kept XK in near excellent condition. Lunar Grey/Charcoal leather. Interior is near mint. Clear Pa. Title. Clean CarFax. Original paint-work. Regular service.

Luxury pkg. Leather and wood is excellent. Recent brakes and tires. 43,268 original miles. last year for the 4.2, and one of 1816 XK Coupes built in 2009.

\$21,000



Contact John

Walshj1024@gmail.com

484-651-3924

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

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.



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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

Member Anniversaries

Member	Co-Member	Join_Date	Years as Member
Devon	Siesholtz	01-Jan-91	33
John M	Bowen	12-Jan-06	18
Stephen	Cutcliffe	30-Jan-09	15
Alan	Brown	01-Jan-14	10
Bill	Beible	01-Jan-14	10
Dennis M.	Spaulding	01-Jan-14	10
Wicker	Francis	01-Jan-14	10
Chris	Prior	13-Jan-16	8
Michael	Eck	01-Jan-18	6
Richard	Kunin	01-Jan-18	6
Ken	Beck	03-Jan-20	4
Gregory	Landrey	08-Jan-21	3
John	Larson	27-Jan-21	3
Peter	Henwood	13-Jan-22	2
George	Loudon	01-Jan-23	1

DVJC 18th Annual Slalom

By: Michael Eck

September 30th dawned dark, dismal and damp, an inauspicious beginning to a day when I was planning on slaloming with the Delaware Valley Jaguar Club. I had been looking forward to this event since the previous year when I had participated in it, but wet pavement does not lend itself to cornering well in this test of skill. The parking lot where the event was to be held was an hour's drive away from my home in New Jersey, so as the time to leave grew closer I watched the skies for any hint of sun that would improve the situation. At around 8:00 I called Rich Rosen, who is the event coordinator, and he was hopeful and enthusiastic about the chances that nature would cooperate and he would be able to pull it off. We talked about delaying the starting time, and he agreed to call me at 10:00 to update me as to the conditions in Pennsylvania. In the meantime he and the other intrepid souls who had braved the bad weather went out to eat breakfast and socialize as the club does whenever we get together. At 10:00 I got Rich's call telling me that the pavement had dried out and the event was on, so Becca and I hopped into the MK IX and headed westward toward the Garnet Valley High School, which appropriately is the "Home of the Jaguars".



I had bought the 1960 MK IX last January, and had spent the intervening months making it drivable, by rebuilding the entire brake system, replacing the ball joints and tie rods, replacing every piece of rubber that I could find, and chasing

down an endless list of problems to make the car work properly. I had driven it to Stowe, Vermont a couple of weeks previously, and had returned with another lengthy list of items to address. This slalom was to be the next test of the Big Mark.

By the time we arrived at the event location the course had been laid out with traffic cones and the tech inspection had been started. Not many people realize that our club is one of the lucky few which are still able to hold a slalom. For example, last year there were only eight clubs in all of North America whose members had the opportunity to participate. In recent times, changing regulations and fears of litigation are eliminating a lot of the fun we previously had when growing up, so it becomes more and more difficult to find a location to hold these events. In spite of the fact that it is a low-speed skill event where you never get out of first gear, I'm told that New Jersey even requires that there be no fewer than two emergency ambulance crews standing by. The fact that no one has ever gotten so much as a nosebleed during participation doesn't matter, rules are rules, and these rules have effectively eliminated this event in many places. We in the DVJC are extremely lucky that Rich Rosen has found a location where we are able to run this event. It's a shame that so few of our members choose to take advantage of this opportunity.

For those of you who have never attended a slalom, you should know that it is a great opportunity to learn about your car and to develop your skills as a driver. These days it appears that few drivers on the road have any clue as to how well their car can handle, as witnessed by the way they habitually put on their brakes every time the road makes a slight curve. I have taken each of my Jaguars onto the slalom course and explored how well they can corner, what they do when pushed too far, and how fast they can stop. This is not knowledge that I would learn or use during normal driving situations, but if there is an emergency it would be extremely valuable to know what choices are available. Since the entire run is done in first gear there is no more stress on your car than it would experience on any normal day, so if your car is safe to drive on the road it would easily take a slalom run. Nationally, everyone runs the identical course and the cars are divided into 21 different classes, so you can see how your

DVJC 18th Annual Slalom (continued)

score compares with other participants in similar cars across the country. Another aspect of slaloming is that, like bowling or golf, it's a fun sport that allows you to compete against yourself and see your improvement as you try different things with your car. It's also a nice social event to spend with your fellow club members, even if you are just a spectator.

Of the 150+ members of DVJC, a grand total of seven members showed up to participate in the slalom on Saturday morning. Of those seven, four actually brought their Jaguars, while the other three took the opportunity to learn about their other cars, which included a Porsche, a Miata and a Nissan Altima. Don't laugh, the Nissan did very well and landed in the middle of the range, actually scoring better than I did with my XK140MC last year. This year everyone was entertained as I threw my 2-ton MK IX around the course. It was like driving an Armored Personnel Carrier, with its heavy weight and high center of gravity, but it acquitted itself nicely with its torsion-bar suspension and power-assisted disk brakes. It is, after all, a Jaguar, and in spite of its staid looks it really does handle surprisingly well. My goal was to complete the course in less than a minute, so I was very happy to have achieved a score of 55.7 seconds.



Of course, that number can't compare with Rich's score of 44.8 seconds in his XE Saloon, but that's because both he and his car are in a completely different class.



As always, all participants had a great time, even though a few of them seemed to have gotten lost in all the excitement during the run and made up their own path to follow. It's all part of the experience, and those of us who enjoy participating hope that we can introduce other members into this aspect of Jaguar ownership.



Member Mike Eck in his MK IX has posted the fastest slalom time in the country in Class "C", which includes all early saloons, including the MK1 and MK2, S-Type, MK VII, MK VIII, MK IX and MK X. However, it's also important to note that Mike was the ONLY entry in the country in that class. So you too could win a trophy, all you need to do is participate.

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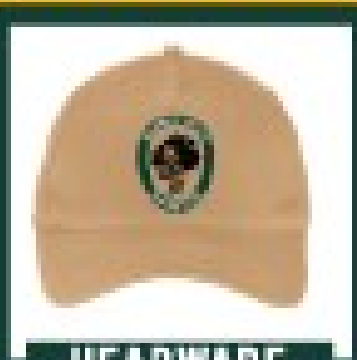


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DVJC MERCHANDISE FOR SALE

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

Dream Jaguar (January Calendar Car)

By: *Dave Harding*

Of course, who was not captivated in the UK when the E-type was introduced, and who didn't lust for one, even though I had just graduated . . .

Well, 17 years later, now with family and an excellent engineering job in the US; time to satisfy the lust? Lucked out to find my 1971 XKE Series III V-12 Coupe; a 1,300 mile gem carefully driven by a local jeweler's wife. We considered this an investment and for a while stored it in a friend's barn! Well, pigeon droppings etc. resulted in having Lindley Motors do a complete repaint and bring other things up to date.



A business assignment to California resulted in my attending the Sprite Midget race weekend at Willow Springs Raceway. There it hit me; I stumbled on my INSPIRATION!; a custom built Series III roadster.



On my return I saw a well used 65k mile 1972 Series III V-12 coupe for sale and bought it as the base for my dream car. So off to Lindley Motors and a budget of some investment cash to cover development over several steps.

I was thrilled when Lou Ottaviano told me of a roadster conversion kit from the UK. So we decided to make the conversion as the first step. This involved the complete disassembly, of course, and in the process of construction much was updated.



First decision was to replace the automatic transmission with a manual and our former President Kurt Rappold, who was supporting me in this project, sold me one.



Dream Jaguar (continued)

Now I have been playing with racing type engines most of my life and, of course, this engine was a candidate. First I located an Iskenderian cam set, then a Webber carburetor kit with carbs and manifold, all of which Lou installed.



For the basic appearance I wanted to remove most of the chrome and headlight covers, and, of course, finish in RED!

For the interior I wanted a “race car” so racing seats and a roll cage were installed.

Of course all this took a long time, partly limited by my investment capabilities, but Lindley Motors were most accommodating and eventually the day came when Lou delivered it.



Busy with many other things later in my career led to a good deal of travel and no time for cars. So both Jags just sat in my garage. But when retirement came I was ready to play but having just sat for a long time I had Lindley Motors once again refresh both cars.

By now Lou senior had passed on. His sons Vince and Louis and the team were still ready and able so they set to work.

Problem was the Dream Car was not running sweetly and eventually the decision was made to replace the Webbers with the original stock Solex carbs and manifold. Meanwhile I had purchased new wheels and tires, so when finally ready, I picked up the car, first driving it down to the park close to their shop.



And that is where I took the picture here and in the 2024 Jaguar Club Calendar.

Now, once I get to change the stuck starter I shall be ready to share it with the club!

Oh—Jay Leno must have heard about my project a long time ago. Of course he finished first.

The DVJC Library is now open!

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

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

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

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

Policy Statement

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

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

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

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

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

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

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

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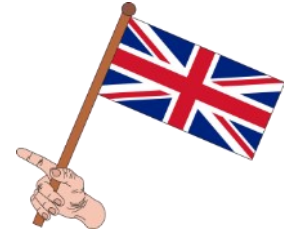
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- Visit JCNA.COM and use the above procedure set SUBSCRIPTION TYPE to HARD-COPY



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>



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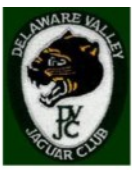


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Delaware Valley Jaguar Club

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

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JCNA Number:

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<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 ____ / ____ / ____

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Signed: _____ **Date:** _____

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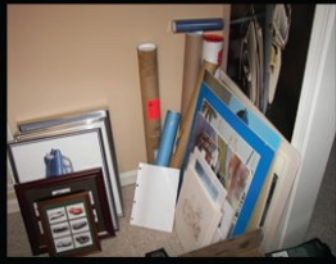


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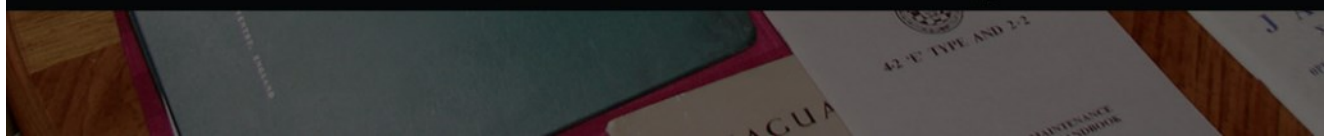
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