

The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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February 2024

Annual Holiday Party Breaks Record



Sunday, January 21st, 2024, was a bright and sunny day with frigid temperatures. Due to a previous snow storm many members of the Delaware Valley Jaguar Club chose to leave their Jaguars at home to avoid excessive salt and road spray. However, the members were not deterred and the Annual DVJC Holiday Party enjoyed a record turnout. We enjoyed a marvelous brunch prepared by the William Penn Inn while sharing some quality time with fellow members. Thanks to Paul Trout and the volunteers who made this a successful event.



It's Never Too Late to Renew Your Membership

There is still 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 37 & 38 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

Non-members \$15.00 per insert

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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Upcoming DVJC Events

February 18, 2024
11:30 a.m.—1:30 p.m.

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

March 23, 2024
10:00 a.m. to 1:30 p.m.

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.

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 (see page 16)
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

DVJC Judge Training

**March 9, 2024,
9:00 a.m.**

**Judges Training and Testing
Wayne, PA**

Contact: [Click Here](#) to register. You must be logged on to the DVJC web site to register.

**March 30, 2024,
9:00 a.m.**

**Judges Training and Testing
Solebury, PA**

Contact: [Click Here](#) to register. You must be logged on to the DVJC web site to register.

**April 13, 2024,
9:00 a.m.**

**Judges Training Workshop
Valley Forge, PA**

Contact: [Click Here](#) to register. You must be logged on to the DVJC web site to register.

**April 27, 2024,
9:00 a.m.**

**Judges Training Workshop
Huntingdon Valley, PA**

Contact: [Click Here](#) to register. You must be logged on to the DVJC web site to register.

The training sessions above will provide DVJC members interested in judging at the Annual DVJC Concour d'Elegance the necessary information to be a successful judge. These sessions are for persons interested in judging for the first time and for veteran judges updating their credentials. For more information please contact Alan Brown, Chief Judge, at ChiefJudge@delvaljaguarclub.com

See Page 22 for more information.



Your Monthly Bill *February 2024*

90!

That’s how many DVJC members gathered at the William Penn Inn for our annual Holiday Party – an all-time high. The weatherman earned a passing grade because we had no snow, sleet, freezing rain or other winter challenges that would have presented hazardous driving conditions. Unfortunately, the “leftovers” from snow earlier in the week (salty roads, and sundry other issues) saw most members coming in their “brand X” cars while leaving their Jaguars safely within the confines of their garages.

Everyone had a wonderful time together. For some, this is the one time each year when they catch up with friends they do not see regularly. Richard (Dick) Michie attends faithfully every year. He joined our club in 1969 and has the distinction of now having the longest continuous membership of our 176 members – 55 years. Dick served as our president in 1972.



Mike Wolf was honored as the recipient of the 2023 Kurt Rappold President’s Award given annually to recognize members who are active participants in DVJC and JCNA events and who make meaningful contributions to the betterment of DVJC through volunteer and leadership roles. A member beginning



in 1986, Mike has served continuously as a director for twelve years since his initial election in 2012. As a director, he has planned and organized many events including our most recent trip to the movies to see “Ferrari.” He has extensive knowledge about many Jaguar models, maintenance needs, practical troubleshooting, repair and idiosyncrasies – all of which he willingly shares. He also readily pitches in to help members resuscitate, move or otherwise resurrect their Jaguars. Congratulations, Mike! (see page 8)

Thank you to the following members without whose efforts, the party would not have been a success:

- Greg Morrison – dinner blessing
- Irena Merluzzi – basket raffle
- Noe LaFramboise – Silent Auction
- Paul Trout – organizer
- Rosalie LaFramboise – Registration
- Tony Tinari – Emcee

There are plenty of new events on the calendar throughout this winter and spring. Coming next, although not a DVJC hosted event, is [The Best of Britain 2024 – A Celebration of British V8 Power](#) at the Simeone Foundation Automotive Museum. Opening day is February 10 and the event concludes on February 25. As in years past, plan to attend the opening day when many of our members gather to enjoy the show.



DVJC is returning to the warm and inviting Fox & Hounds Pub at the Desmond Hotel in Malvern for Sunday Brunch on February 18. In December, thirty-two of us chose from a wide selection of delicious food on this 2023 Open Table Diners’ Choice award-winning buffet. The more the merrier! The hotel is located directly adjacent to U.S. 202 only a few minutes south of King of Prussia. Sign up now for a delicious meal and an enjoyable time with friends. [More information and registration here.](#)

Your Monthly Bill *February 2024(continued)*

Several people have asked Nancy and me where we plan to go on a club trip this fall. We have had fun organizing the trips taken over the last three years: Jaguars at the Jersey Shore, Jaguars on the Chesapeake and the Jaguar Pocono Prowl. Due to time demands planning the 2025 JCNA Annual General Meeting that our club is hosting, helping to organize the 2024 Philadelphia Concours d'Elegance and some other priorities, we are taking a break from planning a fall trip this year. We do have some ideas for a fall 2025 adventure. I encourage all club members to consider planning and arranging an "overnighter" for this fall. If you have an idea, please contact me to discuss it.

Your DVJC officers and directors held their quarterly Executive Committee meeting on January 9, 2024. Highlights include:

- Jim Sjoreen reported that we continue to maintain a solid financial position and that 2023 actual "P&L" tracked closely to budget.
- Bill Thompson discussed ideas for increasing recognition of our advertising sponsors. Income from advertising helps defray club expenses. I encourage you to support our loyal advertisers with your business and by recommending them to others with a need for their products or services. [Bill welcomes your recommendations](#) of other vendors whose business could benefit from exposure to DVJC members.
- Tony Tinari reported that we ended 2023 with 176 members, ten more than year-end 2022 and 34% higher than at the close of 2020. The overriding focus of your board is to continue to increase the value of our club for existing members and grow our membership by spreading the word to others who may enjoy our community of Jaguar friends.

- Considerable time was spent exploring ideas for club events. When planning the calendar, we endeavor to offer events across a wide range of interests and to purposefully spread the locations around our membership area for the convenience of members who live beyond the more central area of the club. To date, few people who live farther away from typical meeting locations have participated when events have been scheduled in locations closer to their homes. None of us has a monopoly on good ideas – please speak up with your ideas for novel, fun events.
- Noe reviewed our club merchandise program including new items that will be available soon.



As members of DVJC, we are also members of JCNA. One of the many benefits of this membership is [free classified advertising on the JCNA website](#). There are four categories: cars for sale, cars wanted, parts for sale and parts wanted. All that is required to post your ad is signing on to the website and navigating to the "classifieds" tab.

As you navigate through winter 2024, keep in mind there are only forty-six days remaining until the first day of spring!

Bill



Kurt Rappold President's Award

The President's Award was established in 2010 to recognize members who are active participants in DVJC and JCNA events and who make meaningful contributions to the betterment of DVJC through volunteer and leadership roles. In 2017, the award was renamed the "Kurt Rappold President's Award" to honor Kurt's memory and his love for and dedication to the Delaware Valley Jaguar Club.

Since joining our club in October 1986, Mike Wolf has been an active and engaged member. He has been serving as a director on the executive committee since first elected in 2012, a total of twelve years thus far. Mike unselfishly shares his nearly endless knowledge of Jaguars, particularly E-Types, and doesn't hesitate to "get his hands dirty," literally or figuratively, when people need help.

Thank you for your friendship and your service to the members of the Delaware Valley Jaguar Club.

With pleasure, I present Mike with the 2023 Kurt Rappold President's Award.

Bill Beible

President

January 21, 2024





Membership Musings

February 2024

By: Tony Tinari

“To appreciate the beauty of a snowflake, it is necessary to stand out in the cold.”
-Aristotle

Perhaps the ancient Greek philosopher was on to something there, still now in the middle of winter here in the northeast it’s literally “cold comfort” to behold the beauty of the season while the cars are still pent up in the garage.



Winter Jaguar Fun

The intrepid souls in the photo above may be out there racing Jags on frozen lakes and such, however here we are preoccupied with the business of DVJC membership renewal and growth. I can report that as of this writing our membership census stands at 149 members and 116 co-members. We may be challenged by our previous success, struggling to return at least to our high water mark of 176 members in 2023.

There are various initiatives underway to sustain and grow our membership cohort. At the last meeting of our DVJC Executive Committee we identified the non-renewing previous members and “assigned” each of those lost souls to a committee member for purposes of follow up. I’m happy to report that this outreach has had the desired effect and that a high percentage of those contacted have indeed renewed. A number had forgotten, or inadvertently failed to do so, before the end of the year. A few have relocated, sold a Jaguar, or determined that renewal was not in the cards due to their inability to attend many club events. To that last sentiment, I would only suggest that DVJC membership is what you make of it. Your club leadership strives mightily to plan an array of yearly events, disparate in type and location, to attract all of our members. I have always believed that if our events are interesting and appealing, retention and growth of membership will follow. Kind of a “Build it and they will come” philosophy I suppose!

One of the more interesting reasons for non-renewal came from a member whose Jaguar has been in a shop

(which will remain nameless) for the last two years, and which is not expected to be completed for another year. All I can say in response to that sad story is, remember, one need not have a functioning Jaguar, or have a Jaguar at all, to join and remain active in DVJC. You just need to be a Jag enthusiast. That’s it.



These Jaguars in Winter; Not as Much Fun

Another initiative that we shall trial on a limited basis is a sort of co-promotional outreach for owners of modern Jaguars, through several dealers we have identified. I have seen this plan successfully executed at a local Chevrolet dealership which proudly supports the activities of the Delaware Valley Corvette Club, advertising with a nice piece of literature made available in their service facility. And on the subject of literature, I encourage all of you to make good use of the “Nice Jag” handouts which you have received with your 2024 DVJC wall calendar mailing.

Finally, lest you be disappointed that I have apparently finished this monthly column without going “off-road” from the topic of membership, I politely direct your attention to an article elsewhere in this edition of the *Purr* entitled “The Highway of Jaguar Sorrow”. It contains the essence of my remarks as your reluctant emcee at the DVJC Holiday Party (including some ridiculous poetry), at which event those attending were kind enough to indulge my attempt to avoid an accident at the intersection of British cars and American music.

Happy February Motoring,

Tony



Speaking of Things Jaguar - February 2024

By Paul Trout

Where Were the Jaguars?

I'm sure many of you have seen the recently released Michael Mann film "Ferrari." It is a fairly accurate portrayal of a small slice of the life of Enzo Ferrari. No story about him can be told without the inclusion of motor racing. It was central to his life and often conflicted with his personal relationships. By all accounts he was a difficult and complex man. Known by those who worked for him as "Commendatore" (Italian for Commander), he was a ruthless competitor who was driven to win at all costs and expected the same from his drivers. He viewed death in a race car, not as tragic, but as failure. There were great race drivers who would drive Ferrari race cars, but not for Ferrari. The brief period during 1957 captured in the film was one of great turmoil in his life. He faced relationship challenges with his wife and mistress, which could potentially mean the loss of his business. He cared little about his factory and the road cars it produced; the business existed only to fund Scuderia Ferrari; the Ferrari race team.



The 1957 Mille Miglia race, central to the film, was the last running of the iconic Italian road race which started in 1927. Mille Miglia literally means "1000 miles" in Italian. The race was established by a pair of local Counts who were angered that The Italian Grand Prix had been moved from their home town of Brescia to Monza where it is still run today. Along with a group of investors they established a true road race on public roads from Brescia to Rome and back covering one thousand Roman miles. The first race was run in March of 1927 and it was won by Giuseppe Morandi in a 2 Liter OM, a Brescia based car and truck manufacturer. Morandi covered the 1005 mile course in 21 hours and 5 minutes at an average of 48 mph. The race was run thirteen times in various formats before being interrupted by WWII. The last pre-war race was called the Grand Prix of Brescia and ran nine laps of a shortened, 62 mile, course. That race was actually the very first appearance of an Enzo Ferrari built race car. He entered two of his AAC (Auto Avio Costruzione) race cars. He was not able to call them Ferraris due to an agreement with Alfa Romeo that stated he could not use his name on cars he built for four years after his departure, which was not on friendly terms. Neither car finished the race due to engine problems.



The first post-war Mille Miglia was run in 1947 and won by an Alfa Romeo. Alfa Romeo had dominated the latter part of the pre-war era. However, from 1948 on, Ferraris won seven of the ten races leading up to the fateful 1957 race. The most famous Mille Miglia victory is, of course, the 1955

Speaking of Things Jaguar (continued)

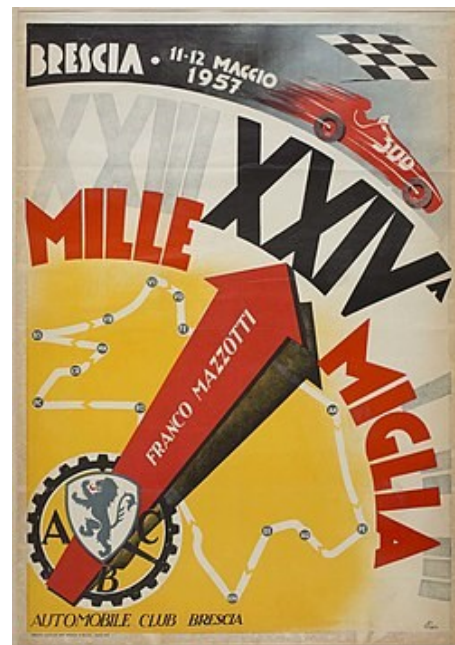
record setting victory by Stirling Moss and Denis Jenkinson in the Mercedes 300 SLR. Jenkinson made notes on an 18 foot long roll of paper during the six reconnaissance laps run prior to the race. The course was not closed to public traffic prior to the race, so there was little opportunity to practice at race speeds. Moss and “Jenks” completed the race in 10 hours 7 minutes and 48 seconds with an average speed of 97.96 mph, setting a record that still stands today. Stirling Moss was the first and only Englishman to win the Mille Miglia. He later described the race as “1000 miles of fear. It was the only race that frightened me actually.” He went on to describe the race as a spectacle, “The whole of Italy turns out, it’s absolutely staggering,” he said. “All across the whole country, people come out and line the roads. It’s amazing, more than five million spectators. It’s something that could happen nowhere else but Italy. “ The Mille Miglia was never won by a British car.



The Mille Miglia from its onset was a huge Italian spectacle. Run on public roads, the multitudes of fans would line the streets of the towns and the shoulders of the roads in the countryside. The course, which changed route and direction of clockwise or anticlockwise several times, was very dangerous for both spectators and drivers. The road surfaces were not smooth like purpose built race circuits and the narrow streets left little room for error. Another factor contributing to its dangerous nature was the manner in which the race was organized. The number of entries was overwhelming. In 1955 there were a total 661 cars across twelve classes from under 750 cc engine displacement to over 2.0 liter sports racers. There was even a diesel class. Car numbers were

assigned by their starting time. The race, unlike most races, was actually run against the clock. Cars were released at one minute intervals starting with the slowest classes which were released early in the evening. With so many cars, it was early morning by the time the fastest cars were released. The Moss/ Jenkinson 300SLR left at 7:22 am wearing number 722. The starting point for each car was from a platform with throngs of people all around who would have to open a path once the countdown for each car was completed, the flag was waved and the car roared down the ramp. By the time the fastest cars got to Rome they would begin encountering the slower ones, often without warning. By 1955 the fastest cars were reaching speeds in excess of 170 mph. At those speeds, changes in road elevation often sent a car airborne for over 100 feet.

The Mille Miglia in the post-war era was Enzo Ferrari’s race. Ferrari race cars won six Mille Miglias in a row from 1948 to 1953. Losing to Lancia and Mercedes in 1954 and 1955 did not sit well. In 1956 Enzo arrived with five factory entries driven by five of the top race car drivers of the time; Castellotti, Collins, Musso, Fangio, and Gendebien. Castellotti led a Ferrari sweep of the first five places in front of three Mercedes.



Speaking of Things Jaguar (continued)



So, we arrive to 1957, the year portrayed by the Michael Mann film. The year is a pivotal one for Enzo Ferrari and motor racing, especially road racing. Motor racing was always dangerous and only to a lesser degree still is. However, by the fifties the speeds attained by the race cars had far exceeded the driver and spectator safety measures. At the time few drivers wore safety belts, not even lap belts. The helmets worn were often little more than plastic polo helmets and there was no fire protection. Some drivers were even known to smoke while driving their race cars. The cars were continually made more powerful, but lighter and less solid. A crash at high speeds meant almost certain death. If you weren't thrown from the car or killed from the impact, you would most likely burn to death in the seat. Spectator protection was virtually non-existent. Snow fences or some hay bales were used but they were actually more to prevent damage to the cars if they slid off the road surface than to protect the spectators. After the tragic fiery crash on the pit straight at Le Mans in 1955 where over 80 people lost their lives, there were serious attempts to ban motor racing altogether. Some countries did, temporarily. While some changes were made at Le Mans, spectator and driver safety still remained cursory at best.



Ferrari's driver lineup for 1957 did not include Castellotti, the previous year's winner, as he had been killed in a crash while testing a Ferrari Formula One car. He was replaced by Alfonso de Portago, a flamboyant Spanish aristocrat. De Portago was the stereotypical 1950's aristocratic playboy. As well as racing exotic sports cars, he excelled at polo and bobsledding. An accomplished pilot, he once won a \$500 bet by flying a plane under the London Bridge.

The rest of the lineup included Peter Collins, Wolfgang von Trips, Olivier Gendebien and Piero Taruffi. Of the five, only two, Gendebien and Taruffi would survive their racing careers to live out their lives in retirement. Peter Collins was killed later that year while competing in the German Grand Prix. Wolfgang von Trips was killed while competing in the Italian Grand Prix at Monza in 1961. Both were driving for Ferrari.

There were 391 cars entered in the 1957 Mille Miglia, 310 cars started, 172 finished. The Italian roads that made up the Mille Miglia were brutally tough on fragile race cars. Taruffi, in a Ferrari 315 S won. He completed the 992 miles in 10 hours, 27 minutes and 47 seconds. He was having a great duel with von Trips near the end, but had the advantage of three minutes based on his start time. Gendebien finished third in a 250 GT about eight minutes behind Taruffi. Collins had a driveshaft break five hours into the race and did not finish.



Speaking of Things Jaguar (continued)

If you've seen the film, you know that de Portago did not finish due to a horribly tragic crash. He, with his American friend and navigator, was driving at about 155 mph on a straight stretch of road about 22 miles from the finish. His left front tire blew causing him to lose control, strike the curb, sail into a utility pole and slide into a crowd of spectators standing along the road. De Portago and Nelson were killed along with ten spectators. Five of those killed were children.



It took quite a while for the news to reach Brescia. The celebration of not only Taruffi's victory, but for Ferrari taking twelve of the top sixteen finishes was completely overshadowed by the news of the tragic deaths of the spectators. The Italian public and press expressed outrage. All future Mille Miglia races were immediately cancelled and racing on public roads in Italy was banned.

But what about Jaguar? Were they even there? Well, Jaguar was there, but not with works entries. Two private entry Jaguars were entered in 1957; a privately entered XK120 and a lone D-Type entered by the Scottish team of Ecurie Ecosse. There was also a Jaguar powered Cooper T-33 driven by Dick Steed. Jaguars had never had any luck competing in the Mille Miglia. Factory C-Types were entered in 1952 and 1953, but none finished due to various mechanical failures. Several XK120s were also entered over the years. The only time a Jaguar actually finished the Mille Miglia was 1954 when Olivier Gendebien finished in 21st place. After Jaguar's 1956 Le Mans victories William Lyons decided that Jaguar would quit racing. The official announcement

wasn't made until October in a press release titled "Jaguar to suspend racing." Various reasons were cited, production priorities being the primary one. The reality was that, unlike Ferrari who sold road cars to support racing, Jaguar raced in order to sell road cars and Lyons felt that he had gotten what he needed from racing for the time being. Ecurie Ecosse was left to carry the Jaguar flag with their "customer" D-Types.

Chassis XKD501 was supplied to Ecurie Ecosse in May of 1955 and campaigned in several races prior to its victory at Le Mans in 1956. It was entered in the 1957 Mille Miglia with Le Mans winner Ron Flockhart as the driver. Flockhart had driven an Austin Healy 100S in the 1955 Mille Miglia and having joined Ecurie Ecosse in 1956, let it be known that he would really like to drive one of their D-Types in the Mille Miglia. He convinced David Murray, founder of Ecurie Ecosse, to enter a car and it was decided that XKD501 would be better suited than the long-nosed cars. Flockhart and "Wilkie" Wilkerson, chief engineer for the team, and three mechanics drove the D-Type from Scotland to Italy in their two car, pre-war Leyland transporter. Murray and the team did not feel that Flockhart had a realistic chance of winning, but felt the publicity would be worth the effort. Flockhart and Wilkerson made several reconnaissance runs in a Mark VII saloon and felt reasonably prepared for the start.



They were assigned number 518 which meant they would start at 5:18 am between two Ferraris, a 500 Mondial and a 166 MM/53. Pat Meehan, chief mechanic, instructed Flockhart to gently drive down the starting ramp and accelerate smoothly as an earlier car had snapped an axle

Speaking of Things Jaguar (continued)

coming off of the ramp. After seeing 518 off, Meehan took a train to Bologna to set up the final refueling stop.



While he was waiting, another mechanic traveled up from their pit spot in Rome to inform Pat that 518 had retired. Flockhart was doing quite well in the first half of the course running as high as fifth, but in the twisty mountain roads near L'Aquila the fuel tank and rear bodywork had begun to separate from the rest of the car and dropped onto the rear axle rendering the car unable to continue. Meehan recalled later the drama and excitement with race cars screaming into the pit area in Bologna, "The drama in the pits was electric with hundreds of Italian enthusiasts shouting and clapping. The noise of the open exhausts as the cars accelerated away and the smell of petrol, oil and overheated rubber was intoxicating." Pat also recalled seeing the Marquis de Portago standing in the cockpit of his Ferrari shouting at

the mechanics as they refueled and changed the wheels on his car. Meehan's recollection is that all four wheels were changed on that pit stop, counter to the implication that he refused to allow the mechanics to change the wheels to save time, contributing to the crash. After the race the team loaded XKD501 onto the transporter and drove it to the Nurburgring for the 1000km race where it finished in 16th place.

At the end of the race Ferrari swept the first three places with Taruffi followed by Von Trips and Gendebien. Despite the tragic loss of life in the last Mille Miglia, racing continued. Two months later Scuderia Ferrari arrived at Le Mans with five race cars. The Jaguar works team was absent. Ecurie Ecosse brought two D-types and there were three other private entries. Jaguars swept the first four places led by Ron Flockhart in XKD606. Ferrari settled for fifth and seventh; Jaguar also placing sixth. Ferrari ended the Jaguar era the following year and would go on to win seven of the next eight Le Mans races. In 1966 the Ferrari era was ended by Ford, but that is another story that has also been well told by Michael Mann.

Enjoy Your Jaguar...

Paul T



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Here, for the experienced sports car driver, is the trans-lation of Jaguar experience in recent competition models into the broader category of the dual-purpose sports-rac-ing machine. A high perform-ance sports-touring car in the tradition of the great conti-nental marques, the XK-SS embodies the race-proved qualities of performance, roadability, reliability and safety that Jaguar believes are as desirable on the high-way as they are necessary on the track.

262 H.P. "XK" engine, 3 Weber dual carburetors, four-wheel Dunlop disc brakes, all-weather top, chrome luggage rack, full touring equipment.

Following Jaguar's withdrawal from racing after the 1956 season, 16 unsold/partially completed D types were converted to the XKSS road version and sold. The planned production run of 25 cars was cut short by the factory fire of 12 February 1957.

COOL CARS FOR KIDS PRESENTS

THE 7TH ANNUAL

Philadelphia

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June 23, 2024: Concours

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1953 Jaguar C-Type photographed by Michael Furman for the Simeone Museum

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The Highway of Jaguar Sorrow

By: Tony Tinari

(Or “A Serious Collision at the Intersection of Jaguar Automobiles and Bluegrass Music”)

(Author’s Note: The following is based upon remarks made in my capacity as the unwitting, and very nearly unwilling, Master of Ceremonies for the annual holiday party of the Delaware Valley Jaguar Club, January 21, 2024. For reasons I don’t fully understand, a few of you have asked for the transcript. So, with tongue planted firmly in cheek, here’s what happened at the party . . .)

After last year’s somewhat, shall we say, unorthodox approach to this emcee job, I believed that surely, I would be in no danger of EVER being asked to do this again . . . Sadly, for me, and for you as well, that would appear not to be the case. So here we are. And I shall try harder this year to disqualify myself from ever having to do this again. Here goes.

If you’ve ever read my monthly column in *The Jaguar’s Purr*, you know I tend to go “off road” a little bit. So why should this exercise be any different? Last year I did a little exploration of exactly what holiday it is that we are celebrating on January 21. Since then, I’ve learned we are not here to celebrate a specific holiday at all, but rather to enjoy our shared passion for classic and modern Jaguar automobiles, and experiences such as:

- The kinetic sculpture of a classic or modern Jaguar.
- The musical purr of a finely tuned engine.
- The wind in your hair with the top down on a spring cruise (For those of us lucky enough to still have hair.)

However, as we all know, it’s a complicated relationship which we have with these cars. Jaguar ownership is not without its darker side, including:

- The eccentricities of British engineering.
- The scarcity and expense of parts and repair.
- The seemingly endless tasks necessary to stay roadworthy.

Well okay, there’s all of that. But what I would really like to discuss is country music. (I told you I was going off road, right?) Bear with me now, I’m going to pull this all together . . . and it should only hurt for a minute. Yes, country music, and specifically the genre known as Bluegrass music.

Now, if one were to draw a Venn diagram consisting of residents of the greater Delaware Valley, Jaguar enthusiasts, and Bluegrass music fans . . . Well, right in the center, at the intersection of all those things, there’s maybe one guy. Yes, that would be me.

Surprisingly though, Bluegrass tunes have much in common with Jaguar ownership. For example, one of the seminal compositions in all of Bluegrass music is an instrumental classic by Lester Flat and Earl Scruggs. I bet you’ve all heard it; it’s called “Foggy Mountain Breakdown”. (Okay, “Breakdown”, yeah that could be about Jags, right?)

And Bluegrass vocals? Well, they’re all about heartache, and heartbreak, and heartburn. Just like the kind you get from British car ownership. It’s evident in the song titles, for example:

- “Man of Constant Sorrow”
- “Tortured Tangled Hearts”
- A contemporary one, released just last year: “Don’t Say Goodbye Without Leaving”
- And my personal favorite Bluegrass adaptation, illustrating the ambivalence of Jaguar ownership: “I Don’t Know Whether to Kill Myself or Go Bowling”

So, inspired by these gems from the great American songbook, I’ve written some lyrics which I believe, with some talented musicians and the right agent, could be a potential Bluegrass hit. I’d like to share these with you now. With apologies to late Bluegrass legends Bill Monroe and Doc Watson who, respectively, wrote and performed the classic “Highway of Sorrow”, I respectfully call this verse the “Highway of Jaguar Sorrow”:

The Highway of Jaguar Sorrow (continued)



Struggling and Strumming

THE HIGHWAY OF JAGUAR SORROW

Down the highway of sorrow, I travel alone,
I've lost brakes and steering, my engine is blown.
I'm neither street legal nor ready for track,
With a sorrowful Jaguar, there's no turning back.

I once had an E-Type, so fine and so rare,
With curved sculpted body, abundant in flair.
A marvel of motoring, however eclectic,
Succumbing at last to its Lucas Electric.

While Ferraris entice me, and some Porsches too,
Maserati and Alfas, in bright shades of blue,
Still the class of the British is my favorite by far,
The marque of three syllables, which is Jag-u-ar.

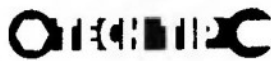
Despite many virtues, the Jaguar is needy,
Of constant attention, so as not to be seedy.
So, keep careful watch of your priceless treasure,
Or soon it may be a source of displeasure.

Lest your classic fall prey to lack of good service,
Please heed this advice so you need not be nervous.

In your winter garage keep your ride safely tucked,

Or come the spring weather you will surely be . . .
unable to get your car started.

“Tech Tip” taken from the June—July 1994 issue of *The Jaguar’s Purr*. Steve Kress is still a “go-to” guy for car service tips!



When using an air compressor to drive air tools it is important to keep the cylinder head as cool as possible. During hot summer months this can be achieved by using a window fan or other type of fan to direct a stream of air at the cylinder and cylinder head of the compressor. Thanx go out to Steve Kress for this tip.

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.

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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.

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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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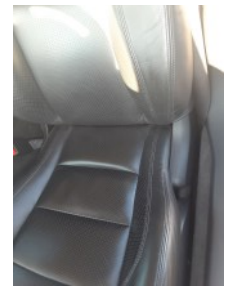


2009 Jaguar XK



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.
\$18,500



Contact John
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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.



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



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Beautiful to look at and a thrill to drive. Although it has 100K miles, this car is mechanically and cosmetically in mint condition. It needs nothing to continue reliable, trouble free driving. It has brand new tires, brakes and a Jaguar battery. Most of its life was spent in Arizona, so no rust, leaks, squeaks or rattles.



Black exterior and tan interior. Owned by a car collector and consistently maintained. Won several first places in car shows. Selling this convertible due to medical reasons. Located in Monroe, NJ. Contact Barry Shandler, (732)-521-1985 or bshandler@comcast.net for more details.

Member Anniversaries

Member		Co-Member		Join_Date	Years
Brian	Craig	Pauline	Craig	19-Feb-05	19
Jeff	Bolmeyer			01-Feb-05	19
Gregory	Morrison	Kathleen	Morrison	25-Feb-13	11
Robert	Hahn			29-Feb-20	4
Jim	Berg	Linda	Berg	27-Feb-22	2
Jack K	Karakelian	Heidi	Karakelian	23-Feb-23	1
Jeffrey	Rose	Cory	Rose	04-Feb-23	1
Pascal A J	Maeter	Cecilia A.	Loftus	24-Feb-23	1

JUDGES TRAINING 2024

Dear fellow DVJC members,

This letter is an Invitation to Concours judge's training, in preparation for our Concours on Saturday June 1st, 2024.

All current and former judges as well as any member or co-member interested in becoming a judge are welcome. At these training sessions we will be using the 2024 Judging Guide, required by JCNA. We will also take the test provided by JCNA and discuss some of the finer points of scoring a Jaguar. If you have not judged in the past, as an apprentice, you will be assigned to a team of experienced judges, which provides the opportunity to develop your judging skills.

The venue and dates are as follows.

March 9 th	Training/Testing at Jim Sjoreen's in Wayne, PA
March 30 th	Training/Testing at Alan Brown's in Solebury, PA
April 13 th	Workshop at Leo Kob's in Valley Forge, PA
April 27 th	Workshop at Tony Tinari's in Huntingdon Valley, PA

Training and Testing: We will review the JCNA judging guide and any approved changes made this year. Participants will also take the test prepared by JCNA followed by a related Q&A discussion. Judges must attend at least one of the training/testing sessions.

Workshops: Hands-on judging of member cars followed by a review of each team's scores. The purpose is to expose new judges to the scoring process and provide all judges with the opportunity to review and discuss how potential imperfections should be evaluated and scored, including the proper methods for recording deductions.

What I need to know.

1. Your confirmation of commitment to judge.
2. The model of Jaguar you would like to judge.
3. Which if any car(s) you will be entering.
4. Which of the venues you will attend.

Please reply at your earliest convenience, to chiefjudge@delvaljaguarclub.com

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

Thank you,

Alan Brown— Chief Judge. DVJC.

Musings from the DVJC Archives

Compiled By: Greg Morrison

The Delaware Valley Jaguar Club was initially formed as the Philadelphia Division of the JCNA in September of 1965, by Frank Weikel, who persuaded the JCNA to authorize the formation of a club in the Philadelphia region. The only Jaguar clubs on the east coast at that time were Washington, D.C. and New York City. A meeting with JCNA officials and Frank Weikel at the Holiday Inn in Mt. Laurel, N.J. resulted in the formation of "The Philadelphia Division" of JCNA.

A monthly publication called the "Scratching Post," which started as a one page flyer by Dick O'Kane, the club's editor, to spread the word, and it resulted in 45 members. The first few meetings of this new group were organizational and held at various restaurants. Activities were planned for 1966, the first of which was a trip in March to Gross Highland Winery, in Absecon, NJ, followed by dinner at the nearby Historic Smithville Village. Certainly the founding group knew how to get things started!

There were no Sanctioned Events at the time, but a diversified schedule included a trip to the New York Auto Show, an event at Lime Rock with the Washington Club that encouraged a Concours of our own, and of course a couple of dinner meetings. By the end of 1966, the Club had grown to 65 members, spread out over a wider region than Philadelphia! This prompted a name change to the "The Delaware Valley Jaguar club".

The first concours d'elegance was held in the Glenhardie Country Club at Valley Forge, PA. in 1967. There were only four classes at the time and each club decided the rules for judging winners. The event was so successful that another was scheduled the following year and the Glenhardie Country Club continued as the location of choice for several years thereafter. Subsequent locations have included Penn's Landing in Philadelphia, Renaissance Office Park in Upper Merion, Hope Lodge, in Fort Washington, Coatesville Hospital, the Rancocas Native American Reservation in New Jersey, and Oakbourne Mansion in West Chester, PA.

In 1968 the club was incorporated as the Delaware Valley Jaguar Club of the JCNA with a

membership greater than 100 owners. Around that time Fred Horner who was associated with British Leland Motors in Leonia, N.J. traveled to Philadelphia to provide assistance.

Our founder, Frank Weikel is shown in that first photo as he appeared then! The indomitable Fred Mack is shown at the age of 95 driving his 1953 XK120 (he was the original owner) in our club's slalom. Kurt Rappold related that "During our first Slalom in 2005 Fred was standing next to me as the cones were being placed, complaining about the fact that most of our cones were gray in color and hard to see. I said, "Fred, for goodness sake, you're lucky just to be standing here, let alone worrying about hitting a cone!" Ya know, he didn't hit any of them! A Remarkable Chap!"



Frank Weikel (left side) with JCNA officials at Inaugural meeting, September, 1965.



Past Presidents (l to r): Larry Shear, Dr. Rudy Horwitz, Kurt Rappold, Dick Michie, and Frank Weikel at the 40th Anniversary of DVJC.

Musings from the DVJC Archives (continued)



Fred Mack driving his XK-120 in the 2006 Slalom.



Michael Tate (Jag-U-Ar if you please): past Editor, JCNA winning author, lecturer, roving reporter and consultant discussing the birth and changes in the Leaper over 70 years.



Jack Sanft, President Emeritus 1983 thru 1992.



DVJC Participants in the JCNA Sanctioned 2006 Thunderbolt Rally. (l to r) Chris Bajkowsky, Bill & Margie Callery, Tom Murray, Chris Jordan, Karen Davis, Nancy Jones, Charles Olson, Tom Jones, Glenn Davis, Bob Brown, Kurt Rappold, Pauline & Brian Craig, and Steve & Betty Kress.



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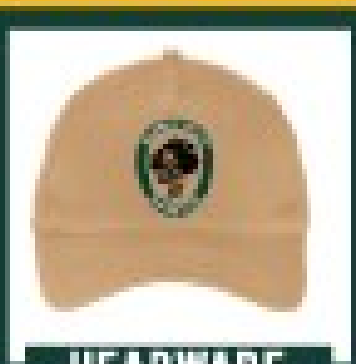


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DVJC MERCHANDISE FOR SALE

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.

MAXIE (February Calendar Car)

By: Jay Greene

Meet MAXIE, a 1991 Jaguar XJ-S Coupe, previously owned by DVJC member John Baxter. It is a Classic Collection V-12 XJ-S with 136,000 miles. It is similar to the previous year Rouge Collection cars, but the Classic Collection were only available in the US market in 1991. These and Rouge Collection cars were all painted red with red piping on the seats. They had a gold growler on the bonnet (never a leaper) and a “Classic Collection” badge in place of the V-12 badge next to the rear license plate. Ford had purchased Jaguar in 1989, so this model year was gussied up a bit while the factory tooled up for the facelift cars that would be ready in 1992. This car was originally red, but was repainted this dark maroon color by a previous owner. Unlike many V-12 XJ-S cars, this one has been kept in continuous operation for its 32 years, so it did not have all that many deferred maintenance issues.

John is an interesting character, part electrical engineer, part musician and part sci-fi buff. As if he were Doctor Brown himself, he named this car as an homage to science fiction movie Back to the Future. MAXIE is an acronym for Multilingual Amalgamated Exchange of Interstellar Energy, or something like that. When I explained to him that the fuel injectors shut off when decelerating, he exclaimed that the car was getting infinite miles per gallon (if for only a short period of time)! He also discovered that some of the electronics were assembled in such a way that they could be considered a Flux Capacitor. Lucas, the Prince of Darkness, was very forward thinking. Or backward, depending on your place on the Timeline!



John and Lydia in MAXIE at a DVJC breakfast in Fort Washington State Park.

This car was gifted to John by his soul mate, Lydia. They joined the DVJC in 2022 and attended a few meetings. John was very curious to know more about his lovely car and we connected because I was somewhat familiar with the XJ-S. Not long afterward, Lydia suffered a serious medical issue and needed full time care. As a result, John could no longer keep his prized MAXIE. He asked if I would help him, so I bought the car with a promise to make repairs and find a good home for her.

Some repairs were simple, like the passenger side mirror would not adjust in and out, only up and down. In tracing the wires and substituting components, I found the culprit, a bad connection behind the door panel. That was yet another zero-dollar repair, assuming your time is free. Sketchy wire connections are rather typical for these cars.

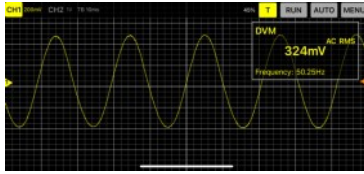
Another repair was related to the antilock brake system (ABS). The ABS fault dash light was on. Some owners have “fixed” this by removing the bulb from the dash. Even though this car is pre-on board diagnostics (OBD), there is an ABS computer in the boot that can send blinking codes to this bulb. Simply jumper the connector and turn on the key to produce the codes and then look them up. That procedure indicated that it was either a faulty ABS valve block, where a connection inside goes bad (no surprise there), or a bad front wheel sensor. The forum discussions led me to believe that the valve block fault always comes up, so it was more likely a bad wheel sensor.



With the front tires off the ground, I connected an oscilloscope to the brake sensor connectors that are in the engine compartment. As the wheel rotates, a magnetic pickup (the sensor) generates a small amount of voltage every time one of the teeth on the hub passes by it. There are about 60 teeth, so it will generate a 60 Hz signal by spinning the wheel at 1 revolution per second. A sensitive digital volt meter set to AC current would work, but the oscilloscope will display both varying voltage and frequency. FYI, the 12-tooth star wheel and pickup inside the V-12 pre-

MAXIE (continued)

Marelli distributor works the same way. It turned out that the right-side wheel sensor put out the proper sine wave, but the left side was pretty much flat by comparison.



Let's not forget that Ford's influence on this car is minimal at this point. If this was more thoroughly Ford, the sensor would be \$19.99 at your

favorite local auto parts store. Instead, the only available part was a used sensor for about \$200 from Welsh Jaguar. Not only are the sensors hard to find, the front sensors are also challenging to replace. The 8mm bolt that holds the sensor on the hub is recessed, meaning you cannot put an open-end wrench on it. You can put a socket on it, but there is no room to put anything such as the socket wrench behind it! The solution? Grind six flat sides on the 8mm socket and put a spanner on that! For me, a proper repair was a better solution than removing that nagging bulb in the dash.



1991 XJS Coupe

MAXIE, the Delaware Valley Jaguar calendar car for February, 2024.

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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- Register your Zinio account on the popup panel. The userid is the email which you will be notified on new editions.

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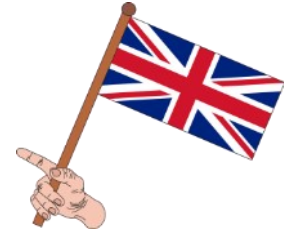
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DVJC Wants You!



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

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

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

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

How to submit a response

- Send an email or Microsoft Word file to Brian Craig, editor of the Purr, to bhc166@aol.com.
- 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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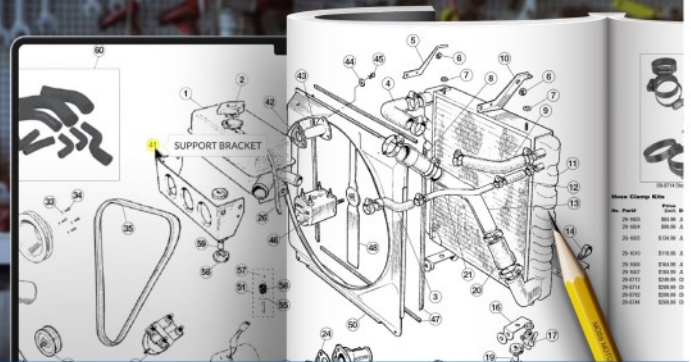
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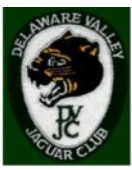


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Delaware Valley Jaguar Club

Check one: **Member Profile Update** **Renewal**
 Application for New Membership

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

Member Name:

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

JCNA Number:

--	--

Renewing or previous members

Address:

<i>Street Address</i>	<i>Apartment/Unit #</i>

<i>City</i>	<i>State</i>	<i>ZIP Code</i>

Phone 1:

 Phone 2:

Email:

Occupation (optional):

 Retired?

Co-Member Name:

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

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

Child under 18? Name: _____ Date of Birth ____ / ____ / ____

Youth Enthusiast? Name: _____ Date of Birth _ ____ / ____ / ____

Signed: _____ **Date:** _____

Annual Dues:

Full Members receiving electronic copies of Purr newsletter \$75.00

New Members (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.



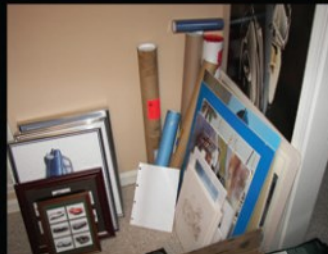
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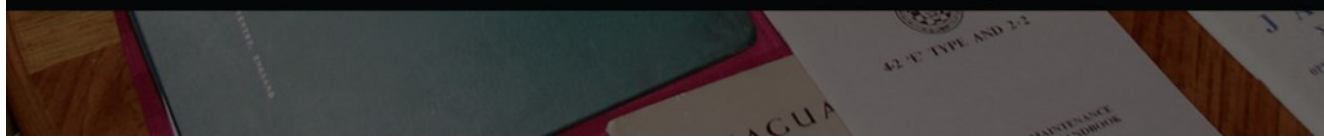
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