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# The Jaguar's Purr<sup>®</sup>

Is an official publication of  
THE DELAWARE VALLEY JAGUAR CLUB  
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*September 2024*

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## DVJC in New Jersey



On a spectacular Sunday, August 25th, 2024, members and guests of the Delaware Valley Jaguar Club met at Woolsey Park in Titusville, New Jersey for a gathering, scenic drive and brunch. Following coffee and donuts at Woolsey Park the participants took a scenic 45 mile tour terminating at the Hopewell Valley Golf and Country Club where they met for a wonderful brunch. Thanks to Mick van Vlijmen and Noe LaFramboise for organizing this outstanding event.



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

You can still 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 32& 33 to update information.

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**ATTENTION DVJC MEMBERS**

Our monthly *JAGUAR'S PURR* newsletter is read by over 170 close knit car enthusiasts who own over 250 exquisite cars. When you have a great business experience, cars or otherwise, please do that business a favor by inviting them to advertise in our newsletter.

Our advertising manager, Bill Thompson, can help with the details. You can reach him at [wmthomp@hotmail.com](mailto:wmthomp@hotmail.com) or 302 947-4134.

**DVJC LIBRARY**

DVJC maintains a small library of reference materials that may be helpful to club members to maintain or repair their Jaguar. You can contact the club librarian at: [library@delvaljaguarclub.com](mailto:library@delvaljaguarclub.com)  
You can get more information and view available items by [Clicking Here](#).

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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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**DVJC OFFICERS INFORMATION**

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Concours Chair	Brian Craig	215-806-7017	bhc166@aol.com
Chief Judge	Noe LaFramboise	609-771-1230	jagnoe@att.net
Photographer			
Club Merchandise			

# Upcoming DVJC Events

**September 14, 2024**  
**11:30 a.m.—2:00 p.m.**  
*Registration Open Now*

**DVJC Fall Picnic at the Shaner's**  
**See Events Listing on Web Site**  
**Fort Washington, PA**  
*Contact: [Click Here](#) for more information and to register.*

**September 27—29, 2024**  
**11:30 a.m.—2:00 p.m.**  
*Registration Open Now*

**Falling Leaves Rally**  
**Beach Lake Fire Dept**  
**Beach Lake, PA**  
*Contact: [Click Here](#) for more information.*

**September 28, 2024**  
**2:00 p.m.—6:00 p.m.**

**British Car Festival (sponsored by Jaguar Touring Club)**  
**Tincum Park Polo Club (see page 7)**  
**961 River Road, Erwina, PA**  
*Contact: [Click Here](#) for more information.*

**October 6, 2024**  
**10:30 a.m.—2:00 p.m.**

**The Classics at Brantwyn (see page 11)**  
**A Century of Beautiful Automobiles**  
**600 Rockland Road, Wilmington, DE 19803**  
*Contact: [Click Here](#) for more information.*

**October 18—20, 2024**

**2024 America's British Reliability Run**  
**Camelback Resort**  
**Tannersville, PA**  
*Contact: [Click Here](#) for more information.*

**October 26, 2024**  
**10:00 a.m.—2:00 p.m.**

**Lehigh Valley Destination Drive to Jaguar Allentown**  
**Jaguar Allentown**  
**5254 W. Tilghman Street, Allentown, PA**  
*Contact: [Click Here](#) for more information.*

**November 2, 2024**  
**10:30 a.m.—2:00 p.m.**

**Greenville, DE Brunch and Scenic Drive**  
**Brandywine Brewing Company**  
**4019 Kennett Pike, Greenville, DE**  
*Contact: [Click Here](#) for more information.*

**December 14, 2024**  
**2:15 p.m.—8:00 p.m.**

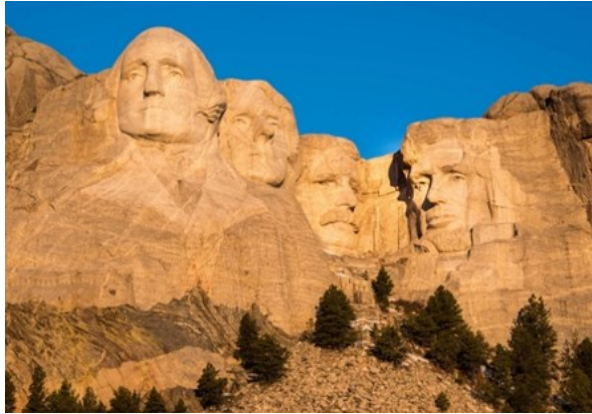
**Winterthur Christmas Tour and Dinner**  
**Winterthur Museum Vissitor Center**  
**5105 Kennett Pike, Wilmington, DE**  
*Contact: [Click Here](#) for more information.*



## Your Monthly Bill *September 2024*

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**D**uring a 1400-mile tour through the heartland of the U. S. including the Badlands of South Dakota, Yellowstone and Grand Teton National Parks, Little Bighorn and Salt Lake City,



Nancy and I saw bison, moose, mule deer, osprey and bald eagles but nary a Jaguar was sighted – not even the four-wheeled species. There was, not surprisingly, a massive overpopulation of jacked-up pickups, RVs and oversized SUVs roaming the grasslands, canyons and mountains. We couldn't help but be impressed with the size, beauty and geographic diversity of our country. It was a great trip but we're glad to be home where the land is still populated by Jaguars.

In fact, after their handlers' appetites for coffee and donuts were satisfied, eighteen Jaguars were sighted following Noe LaFramboise and weaving like a ribbon through forty-one miles of beautiful Garden State country roads. August 25 was a



perfect (no silly pun here) sunny day for the drive that concluded at the Hopewell Valley Golf Club.

The cars were honored with special parking on the grass in front of the tennis courts. The course ranger shirked his duties long enough to admire the British beauties gracing the lawn. Their restaurant really stepped up for us with a private dining area, special brunch menu, individual bills, good servers, and fair pricing. Many thanks to Rosalie LaFramboise for serving as hostess and ensuring that everyone was fully dosed with sugar and caffeine before beginning the drive and to Mick Van Vlijmen and Noe for organizing this adventure in New Jersey.

While not the result of a legal motion for a change of venue, our September 14 picnic has been moved a few miles from Fort Washington State Park to the home of Carolyn and Tom Shaner. [Find their address and details on what food you need to bring on our website. Be sure to RSVP while you're there.](#)

On Saturday September 28, the Jaguar Touring Club is sponsoring a British Car Festival on the Tinicum Park Polo Club grounds, located thirty minutes north of New Hope along River Rd. After tailgating with other British car owners, watch the games during which clubs compete for the British Car Show Cup. Please [check our website for more information.](#)

DVJC member registrations for the Classics at Brantwyn are trickling in slowly but steadily. There is still time to purchase tickets for the gourmet brunch. There are still openings for additional parade cars. To date, fifteen members and guests have submitted eight cars for consideration to be admitted to the Grand Parade. The cars are not all Jaguars and range in age from 1938 to 2025. All are interesting cars representing the diverse automotive interests of our club membership. [Ticket purchase and car nomination forms are available here, on our event page.](#) Use these forms to register directly with the sponsoring organization, the Kennet Symphony, prior to the deadline of September 23, 2024. The registration fees are quite reasonable. If you would like to donate an extra amount to further support The Symphony and its excellent performances were near and dear to our good friend and DVJC member Paul Merluzzi. If you are so inclined, feel

## Your Monthly Bill *(continued)*

free to make an additional donation to the symphony when you register. Please [email Ed Petrow](#) if you plan to attend, wish to be seated with club members and/or have submitted a classic car to the Grand Parade. This will be a great event with plenty of automotive eye candy, delicious brunch buffet, cocktails and wonderful live music performed by members of the Symphony. We hope to see you there!



There's still time to register for the 2024 ABRR which will take place from Friday October 18 through Sunday October 20. This year's routes will explore the Poconos and other areas along the Delaware River in northeastern Pennsylvania. Currently, half of the thirty spots are filled but include only two Jaguars. All proceeds from the ABRR are donated to the Shriners' Hospitals for Children. This is a fun event with owners of other LBCs (little British cars). [Register on the ABRR website.](#)



The President of JCNA, J. J. Keig, is asking for some volunteer help with a special project. If you have practical experience with financial management or an accounting background, please consider offering to help. Let me know of your interest and I will connect you with J. J. who can provide more information and answer your questions.

In my August Monthly Bill, I briefly mentioned your board's concern with leadership succession and continuity of club operations in the event of sudden, unanticipated vacancies in key roles. Within the next few weeks, expect to receive a separate message with more information including specific roles with the most pressing need for volunteers. Please start thinking now about your talents and the ways in which you could serve the club.

The days will be getting cooler so rev up your Jags and enjoy September!

*Bill*

## 2025 DVJC Calendar

We are looking for a few good cars; for the 2025 DVJC calendar! Each year we make a beautiful wall calendar featuring our members' lovely Jaguars. If you have a car that has not been shown in a previous calendar, we have several slots available in the 2025 calendar. Contact Jay Greene for advice about how you can make a nice photograph, or make arrangements to have him photograph it for you. He can be reached at 302-593-0448 or [jaygreenephoto@mac.com](mailto:jaygreenephoto@mac.com).

# BRITISH CAR FESTIVAL

Sponsored by The Jaguar Touring Club



Saturday, September 28, 2024

Tinicum Park Polo Club

961 River Road, Erwinna, PA 18920

Gates open at 12:00 p.m.

Match begins at 2:00

**ADMISSION: \$20 PER CAR**

Tailgating is encouraged. \* Prizes will be awarded

There will be no food available for purchase at the event.

For further information, please contact Laura Lee  
jagladylady1012@gmail.com or 201-415-5239



In case of inclement weather. Please check the Polo Hotline. 908-996-3321



# Membership Musings

September 2024

By: Tony Tinari

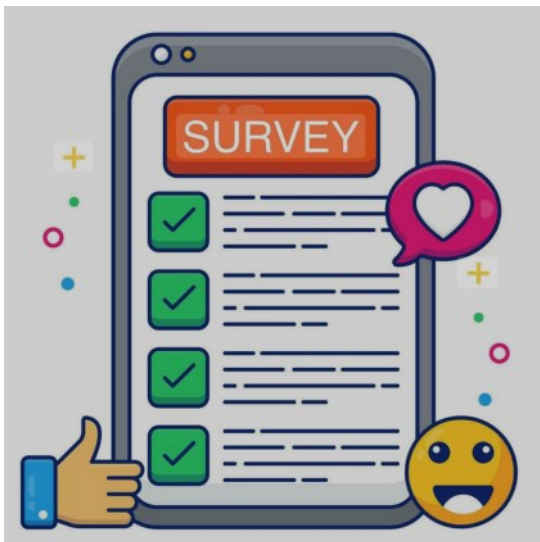
Faithful readers of this column (if indeed there are any of you still out there) will recall that last month’s report began with substantial whining about DVJC membership growth and the need to at least regain our high water mark of membership reached in calendar year 2023. Well apparently, all that grouching and complaining was not in vain. During the month of August, we added the requisite four new members necessary to achieve our all-time top membership census of 172 members and 130 co-members. Whew! We have not slipped backward, which is unfortunately the case with some of the other affiliate clubs of JCNA, and we can now even celebrate a new high total census. So, thanks everyone for your “word of mouth” efforts to spread the DVJC gospel, and thanks to our enhanced “reimagined” digital presence for facilitating the process.

Now for a preview of coming attractions. During October, we’ll roll out another DVJC membership survey similar to the first one, conducted in the fall of 2021. As you may recall, the survey elicited information on several aspects of the club: some high level demographics, our events and activities, our communications and media, and our members’ perception of club value and their level of participation. In addition, and perhaps most interestingly, verbatim comments with respect to any club-related matters were solicited. You were not at all shy about providing those!

We’ve waited a bit to repeat the survey exercise, lest we cause the dreaded “survey fatigue” (think CVS customer surveys arriving in your email inbox before you’ve gotten home from the store). Again, we’ll employ the Google Forms on-line survey format, which is both user friendly and rather elegant in data presentation. The survey results from 2021 were extremely useful to our DVJC leadership in planning club events and activities, and in generally understanding the preferences of our members. In the last go around, we had survey replies from 81 of a possible 161 respondents, so a participation rate of just over 50%-which we were told is nearly unheard of. Let’s do even better this year; please stay tuned!



Coming soon to a car club near you.



Survey Time Again!

Of course, during November the annual membership cycle will begin yet again. Renewal season will be upon us, and you may certainly expect the usual exhortations to continue your relationship with DVJC. New members joining after October 1 will receive an effective fifteen month membership, i.e., from October 1, 2024 through December 31, 2025, for the same annual membership fee. And until I run out of merchandise, we are offering that coveted “new member package” including a complementary grille badge, wall calendar, and assorted Jaguar swag.



Hunterdon-Hopewell Happening



# Membership Musings *continued*

Surveys and renewals notwithstanding, I continue to believe our most powerful membership incentive is conducting fun and interesting events, which happen to involve driving Jaguars. Last Sunday's scenic drive and luncheon in central New Jersey was a perfect example, with an outstanding route and spectacular weather. Huge thanks to Noe and Rosalie LaFramboise and to Mick Van Vlijmen for putting an outstanding event together. You have set the bar high for future DVJC outings!

While summer is on the wane this month, there is still an active schedule of Jaguar happenings well into the fall—arguably the best time of year in DVJC land. Please consult the events page elsewhere in this edition of the *Jaguar's Purr* and plan to join us for as many of those as you can. Before long, it'll be time to winterize the Jags and dream of springtime, so why not lean into what's left of the driving season?

See you on the road soon!



Waving goodbye to summer . . .

Happy September Motoring,

*Tony*

## Member Anniversaries

Member	Co-Member	Join Date	Years
Ann Perry	John Shirlaw	22-Sep-97	27
Paul Merluzzi	Irena Merluzzi	20-Sep-02	22
Ed Davidson	Kathleen Davidson	26-Sep-03	21
Lisa Matta		06-Sep-05	19
Steven Schultheis	Deborah Ann Schultheis	28-Sep-06	18
Kevin Fitzgerald	Kathy Goldberg	13-Sep-13	11
Charles Kitson	Charline Kitson	01-Sep-15	9
Don Brodie	Linda Brodie	15-Sep-15	9
Ed Petrow	Carol Petrow	30-Sep-19	5
Terry Young	Georgia Young	17-Sep-19	5
Andrew Funk	Dayna Funk	26-Sep-20	4
Francis Mirabello	Marianna Mirabello	17-Sep-20	4
Timothy Duckett	Sara Warren	17-Sep-20	4
Bob Hartman	Helene Hartman	03-Sep-21	3
Mark Einstein	Suzanne Einstein	12-Sep-21	3

### Welcome New Members

Robert & Charlene Dill  
Wilmington, DE

Emanuel & Stephany Pirvulescu  
Souderton, PA

Michael Carbone  
Bethlehem, PA

## JCNA Member Benefits



### **Benefits That JCNA Offers Affiliate Clubs and Membership Include:**

- A Concours program providing friendly competition with good people and a scoring system which is known and respected around the world. A JCNA score defines the level of authenticity of your car that can't be disputed.
- A Slalom Competition Program that is challenging to everyone of all abilities and all vehicles without pushing you or your car beyond your comfort zone.
- A Rally Program to challenge your skills in a car, exploring new territory and making new friends.
- The specific Event and Year-End Trophy Awards Program for Concours, Rally, and Slalom.
- Special Awards to recognize those who have provided great service and great participation.
- Awards to recognize the top Websites and Webmasters, Newsletters and Editors and Newsletter article writers. This recognition has increased the quality of the websites and newsletters.
- Bi-monthly JAGUAR JOURNAL magazine, technical articles, history, features, club events.
- Blanket insurance for car events and all club officers and directors.
- Historical and technical information library access.
- A common communication network for Intra-Club activities, and Calendar of Events.
- New JAGUAR owner membership referrals, CLUB LOCATOR SERVICE, and five percent discount on collector automobile insurance (HAGERTY).
- JLR NEW CAR PURCHASE discount program (where available).
- Automobile Advertisers resources in the JAGUAR JOURNAL.
- Classified Ads in JAGUAR JOURNAL, JCNA Website, Club Newsletters, and Club Websites.
- Book and Gift Store Inventory in the JCNA Store.
- North American and Regional Hosted Events.
- Access to Coventry Foundation JAGUAR TOOL LENDING PROGRAM
- North American Inter-Club networking.
- JCNA Tech Hot Line is just a phone call away.
- An excuse to bring like-minded good people together for socialization and idea sharing.
- Authenticity Services for everyone through the Coventry Foundation.
- Various JAGUAR Corporate trademark logos for local club use.
- JCNA Facebook account to keep up with events, activities, and ideas.

*Note: Not all Benefits are available in all parts of North America*



## *A Century of Beautiful Automobiles*

*The Classics at Brantwyn is an event centered on beautiful and historic automobiles from the beginning of the 20th century to the present. Held on the exquisite grounds of the Brantwyn Estate (formerly a duPont family residence), The Classics is a unique garden party featuring an open bar, gourmet brunch catered by the DuPont Country Club, and musical entertainment along with the magnificent cars.*

*A Benefit for the Kennett Symphony of Chester County*

## *Schedule of Events*

**10:30 am - Guests Arrive - “Lamborghini Bellinis”**  
Entertainment by the Klinefelter Quartet

**11:00 am - “Grand Parade” & Car/Driver Introductions**  
*Front of Brantwyn Mansion*

**Noon - Brunch/Open Bar**  
Casual Viewing of Show Cars  
Entertainment by the Klinefelter Quartet  
*Brantwyn Mansion & Rear Garden*

**1:00 pm - Voting Closed – “People’s Choice Best of Show” Award**  
*Front of Brantwyn Mansion*

**1:30 pm - Presentation of – “People’s Choice Best of Show” Award**  
*Front of Brantwyn Mansion*

**2:00 pm – Guests Depart**  
*This is a rain or shine event.*

**TICKETS - \$95 - Reservations are limited**  
Reserved Tables of 10 are available

Call: 610-444-6363 or visit  
[www.kennettsymphony.org](http://www.kennettsymphony.org)

**SUNDAY, OCTOBER 6, 2024 • 10:30 AM**  
**BRANTWYN ESTATE**  
**600 Rockland Road Wilmington, Delaware**



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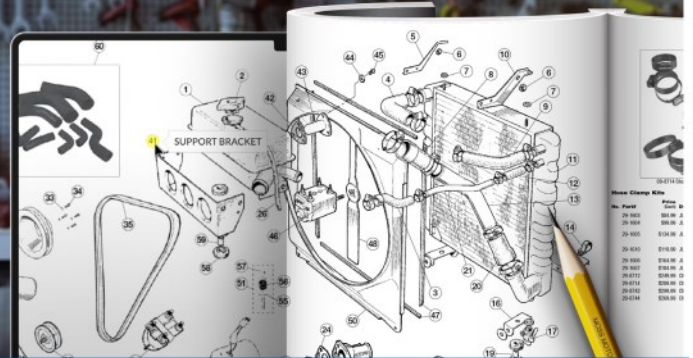
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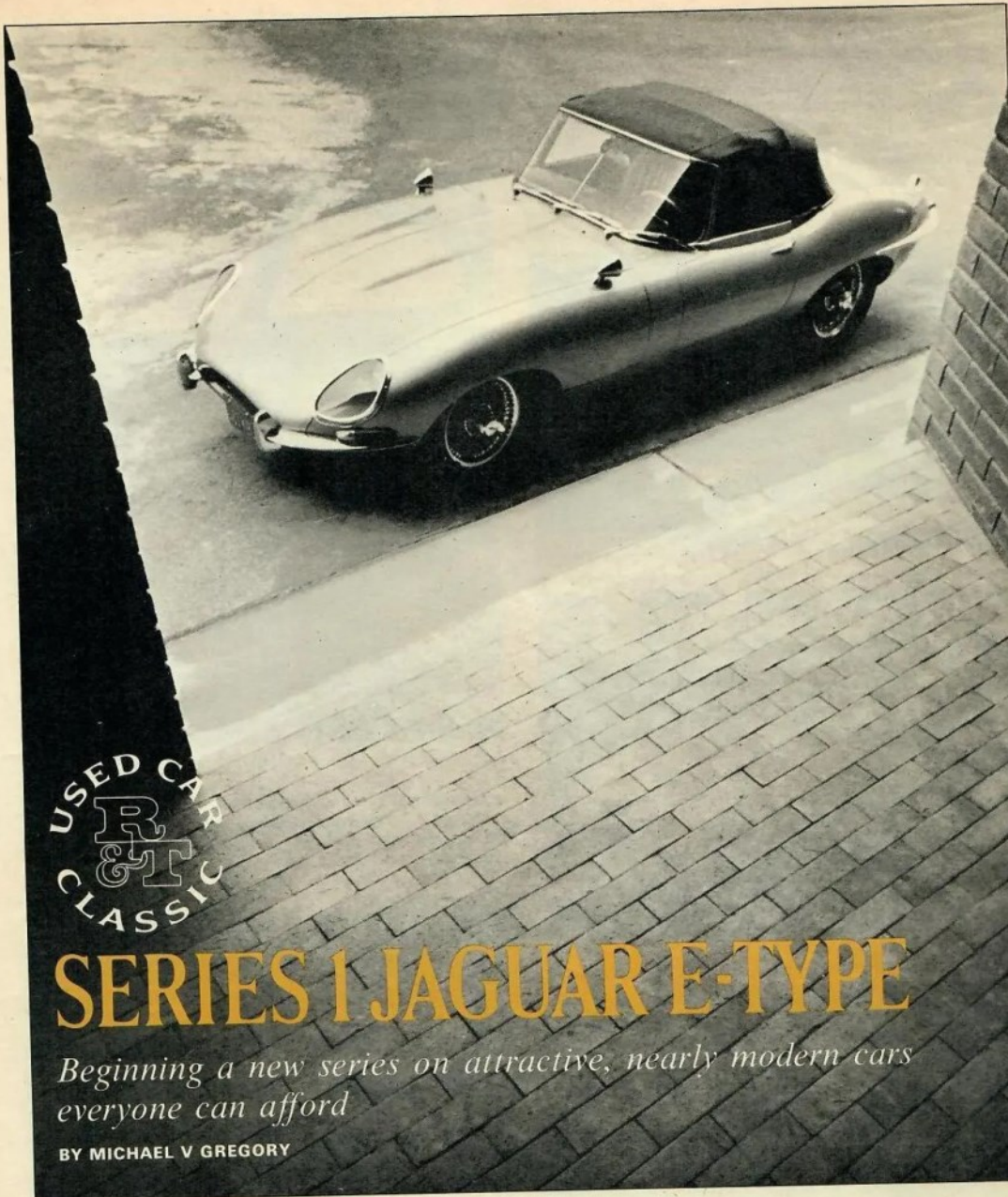


# ROCK HALL YACHT CLUB



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CLASSIC

## SERIES I JAGUAR E-TYPE

*Beginning a new series on attractive, nearly modern cars everyone can afford*

BY MICHAEL V GREGORY

PHOTO BY JOE RUSZ

**Question:** What sports car costs considerably less than \$2500, has a top speed of over 130 mph, does 0-60 mph in under 8 seconds and gets 20 mpg on the open road?  
**Answer:** An old E-Type Jaguar.

**T**HE VIRTUES of the pre-1968 E-Type seem to be forgotten these days. Let me refresh your memory. I use 1968 as a convenient dividing line, since the 1967 model was the last to have the original body style with its headlamps under glass and an engine not suffering the indignities of desmogging.

As such, then, the pre-1968 E is the "pure" one, built as Jaguar wanted it and not modified by the wishes of the U.S. government.

One reason these fine old cars are forgotten may be that their typical owners, waiting in line at the neighborhood petrol palace, are apt to reply to the questions of both the uninitiated ("How fast will it go?") and the knowledgeable ("How many clutches has it eaten?") with the most brazen and obvious lies. The typical Jaguar owner has the credibility of the typical White House press secretary. Nevertheless, I shall try to lead you to ➡

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# Nostalgic Article (continued)

six interesting truths discovered in my past two years of ownership—six truths that might help you discover the joys of owning one of these high-performance bargains in the days of the disappearing bargain.

First of all, the price. Through the magic of depreciation, almost anyone can afford one. I purchased my 1966 roadster with factory hardtop in 1971 (at the 40,000-mile point) for \$2400, and even that was a premium price willingly paid since it was a one-owner car with a service history completely documented from day one. Some of the more absurd asking prices

*Pre-'68 is the most desirable used-car classic Jaguar. This is early coupe.*



*An early roadster at home, with righthand drive and British license tag.*



PHOTO BY GEOFFREY GODDARD

may be deflated by showing the seller-to-be the appropriate page from the Blue Book, so a quite decent car should be obtainable for significantly less than the price of a new MG Midget.

Second, the machine. Barring an engine overhaul or the dreaded clutch change, the old E-Type is not the complicated piece of exotica some have made it out to be. In three years my car has been in a dealer's hot hands only once (more on that later). With a \$13 investment in the workshop manual and a modest set of hand tools, anyone with a 10th-grade reading ability (that in fact describes the dealer's mechanics) can perform the required servicing. If tuning the triple SU carburetors is not a trivial task, neither is it difficult. Great precision is not necessary: my second tuneup brought to light a blunder in setting the jets the first time through. I had been driving around for six months without the benefit of about 40 of the 265 horses! Never even noticed it except in retrospect. All other tuneup procedures (plugs, points, timing, etc) are no different than on a 6-cylinder Chevrolet. With 16 years of development behind it (in 1965), the engine itself has the dependability of a truck rig.

Third, picking the nits. To borrow a little understatement from the Mother Country, the Jaguar is not the most dependable

motorcar ever manufactured. If minor crises give you the shivering twits it is a car to be avoided. English electrical systems have been the bane of the motoring world ever since James Clerk Maxwell formulated his four equations of electromagnetic theory, and Jaguar is no exception. A memorable occasion for me was the New Year's Eve when the instrument panel decided to immolate itself while the baby-sitter was being conveyed



*It was in 1966 that 2-plus-2 version of the E-type coupe was introduced.*

home (poor girl). Acrid smoke filled the interior and a dim flame could be perceived flickering behind the gauges. Switch off the electricity, bail out of the car, assess the situation and dampen the smouldering wiring with a saliva-soaked handkerchief—S.O.P. A couple of hours with a volt-ohm meter and wiring diagrams showed the cause to have been a tachometer illumination bulb which had fallen and shorted against the steering column, sending a bloody big current through the panel lighting switch (plastic body), which melted and started some wire insulation a-smouldering. Easily replaced with minor rewiring. Then the alternator refused to keep the battery on charge; another hour with wiring diagram and VOM, another loose connection.

And then of course the speedometer ceased metering. There is a miniature gearbox, on the side of the transmission gearbox, which drives the speedometer cable. Some time in the dim past the end plate of the little gearbox fell off (seems that someone forgot to crimp it in place), followed a little later by the driven gear inside. Thus the only mechanism capable of turning the speedometer cable was the rush of air under the car. Again, all was easily replaced once the center console, the radio, a steel floor plate with 10 bolts, and an insulation blanket were removed (the manual also said to remove the seats, but enough is enough).

And there was the time the car was immobilized for two months awaiting a brake part (see below). Very stupidly, I let it sit there unattended, and when the time came to put the car into service again the glitch had already struck. When the clutch pedal was depressed (it is a hydraulic system) it sank to the floor with no resistance while the fluid level merely rose in the reservoir—no clutch action. Careful study of sections of the clutch master cylinder pictured in the workshop manual

# Nostalgic Article (continued)

suggested a valve in its guts might be stuck. With wife depressing clutch pedal and owner-enthusiast vigorously beating upon the precisely correct spot on the master-cylinder body with a tiny hammer, normal clutch action was restored. Moral: Jaguar muscles tend to atrophy if not exercised.

Obviously the beast requires some attention at more than irregular intervals, but for the enthusiast that is half the fun; after all, it is not a 4-door Ford. The E-Type, like most Jaguars, is really not an automobile—rather, it is a very interesting mechanical device.

Fourth, beware the so-called dealer. My one experience with such a gentleman left a bad taste in the mouth. While the E-Type was on loan to my father for commuting purposes, a bushing in the shift mechanism disintegrated, leaving only 2nd gear available. By unfortunate coincidence this occurred on the local dealer's doorstep, and the car (oops, mechanical device) was left there to be repaired. The service personnel spent a week butchering the job, meanwhile discovering a leak in the fuel tank for which they recommended removal and welding of the tank. This latter happenstance brought forth a long-distance call from my father (I was blissfully unaware of all this until then), and my reply was a hysterical "Get it out of that guy's shop." When I collected the car at the ancestral home a week later I had to redo half the dealer's work and discovered the tank leak to be merely a worn gasket on the tank drain valve, easily replaced. I have since solved the dealer problem by moving to Aiken, S.C., which is at least a four-hour drive in any direction from the nearest dealer.

Getting parts is equally interesting. The garden variety are readily available from the dealer (curse him), Sears or even J. C. Whitney. The obscure parts are more troublesome. I waited two months for a "front caliper bridge pipe"—for eight weeks the dealer's reply (curse him) was "Call me next Tuesday." Henceforth I will deal with a supplier in the UK for the difficult parts.

After such a catalogue of woes you would have to assume the E-Type has to offer some compensatory pleasure. Right! A basic law of the universe is the Conservation of Wretchedness; thus the car (pardon, mechanical device) must be sublime to drive, merely to balance out the emotional hernias sustained in keeping it running. Right! On a blue-skied, 75° day (lots of them in S.C.) with the top removed, the dual Abarths chortling behind and the induction hiss seeping out

the hood louvers (I have modified the stock air-intake system), all those hours spent with the workshop manual are repaid. Of course, there is a temporary national speed limit of 55 mph. But no condition has been placed on how rapidly 55 is achieved. And on a narrow, twisty country road (lots of them around here), 55 in the corners is quite adequate, thank you. In such an environment the big, venerable dohc 6-banger, the 4-wheel disc brakes, the notchy 4-speed shift (not the "crash box" of the 3.8-liter) and the fully independent suspension make the old E-Type worth its weight in cheap thrills. The 1974 E-Type may be obsolescent, but the 1966 E-Type is a design *tour de force*. It is all in one's attitude.

Now, are you sufficiently motivated to go out and find your own old E-Type? If so, here is my sixth and final truth: know what to look for. Since the E-Type is a high-performance machine, there is a non-negligible possibility the previous owner engaged in some high-level abuse of the machinery. Thus double the caution you would normally use in selecting a used car. Prior to purchase, it is advisable to run a compression test of the engine (180 psi) and do the handbrake-on-let-the-clutch-out-to-see-if-it-stalls test for gross clutch condition. When hot, the engine oil pressure should read 40 psi at 3000 rpm. Low oil pressure could be masked with a high-viscosity oil, so check the dipstick before starting. And do not necessarily believe the odometer. It may not have been turned back, but then too it may not have been recording the entire past history either. Rather, scrutinize wear on the clutch pedal and tires. (Check the spare; are all tires the same brand and type? Heavily worn radial tires indicate 30,000+ miles.) And when you drive it, if it's the roadster put the top up so you can hear all the mechanical noises.

If you are uncertain of the car's age, many of the electrical components (remember them?) obligingly have the month of their assembly stamped on them. Just behind the battery on alternator-equipped models is the 4TR Alternator Control (a rectangular plastic black box) which bears the month and year stamped on the top, following the voltage rating (e.g., "12V 11 65"). On the other side of the engine compartment the windshield-wiper motor (on the firewall, between the windshield-washer fluid canister and the throttle linkage) has a similar stamping just above the outer mounting screw. And inside the car, when the central instrument panel is pivoted down, the top right side of the ammeter displays the ubiquitous stamping. You can be reasonably sure that the car was assembled shortly after this date. If nothing else, such a procedure will intimidate the seller into thinking you really know what you are doing. With the above data in hand you should not neglect to bargain like a Thai rug merchant. ➡

## TYPICAL ASKING PRICES

Years	Comments	Condition*		
		excellent	good	average
1961-62	fairly rare	\$2400	\$1200	\$1000
1963-64	retain crash gearbox, 3.8-liter engine	\$2000	\$1200	\$1100
1965-67	all-sync gearbox, 4.2-liter engine	\$2600	\$1600	\$1200

\*excellent: no more than 20,000 miles, unusually clean  
 good: no more than 50,000 mi, good & clean appearance  
 average: more than 50,000 mi, expected appearance for age

## PERFORMANCE DATA From Contemporary Tests

	1961		1965	1966
	3.8-liter	4.2-liter	automatic	2+2
0-60 mph, sec	7.4	7.0		8.3
0-100 mph	16.7	17.2		22.5
Standing ¼ mi	15.2	14.9		16.7
Avg fuel economy, mpg	18	17		15

## BRIEF SPECIFICATIONS


	1961-63 3.8-liter	1965-67 4.2-liter	1966-67 4.2 2+2
Curb weight, lb	2720	2800	3090
Wheelbase, in	96.0	96.0	105.0
Track, f/r	50.0/50.0		
Length	175.3	175.3	184.3
Width	65.2	65.2	65.3
Height	48.1	48.1	50.1
Fuel capacity, gal	16.5	16.5	16.8
Engine type	dohc inline 6		
Bore x stroke, mm	87.1x106.0	92.1x106.0	
Displacement, cc/cu in	3781/231	4235/258	
Compression ratio	9.0:1		
Bhp @ rpm, SAE gross	265 @ 5500	265 @ 5400	
Torque @ rpm	260 @ 4000	283 @ 4000	
Gearbox	4-speed, 4-speed unsync 1st... all sync... or auto		
Final Drive ratio (std)	3.31:1		



# Nostalgic Article (continued)

For additional background you could do worse than to dredge up the July 1969 issue of R&T, which has an E-Type Owner's Survey, though you should recognize that 1969 was five years ago and modify perspectives accordingly. If you want to know exactly what R&T said about the car when it was new, you can order a set of Jaguar roadtest reprints from the Reader

Service department (\$5.50, plus 50¢ for postage per order).

So damn the growing boredom and the increasing elevation of the mediocre in late 20th-century America ("everything not forbidden is required"). Go out and stock up on at least a decade's worth of cheap thrills with an old E-Type Jaguar. And incidentally, mine is not for sale at any price. 

## DRIVING IMPRESSION:

### 1965 E-Type Roadster

YES, IT *is* all in one's attitude. I'm the sort who will point out that a current E-Type is pretty much obsolete, and to my surprise so will Ed Stoll, a member of the local Jaguar Owner's Club who so kindly lent us his pride-and-joy 1965 E-Type roadster so that we could experience the "cheap thrill." But taken in the context of an older car, an early E-Type is a most enjoyable car to drive—especially if you happen to be a little nostalgic about how cars used to run before they had to provide us with clean air and crash safety.

Ed bought his E, which was in rough condition, for \$1300 four years ago. Since then he's replaced the engine with one from a wrecked E, overhauled nearly everything else, painted the body, rechromed the chrome and reupholstered the cockpit. Total investment is now \$3382—and for that modest sum Ed has a beautiful, high-performance car. It's not concours: he uses it. He doesn't actually know how many miles are on

it—as with nearly every other E the speedometer has been replaced—but it probably has more than 100,000 miles behind it.

For someone used to the latest cars—sports or otherwise—getting into the older E is a mild shock: one has to squeeze through a narrow aperture into a super-tight seating arrangement (V-12 Es are longer through the middle and roomier). The steering wheel, even adjusted as far forward as possible, is close and very high. The pedals, especially the big throttle with its long travel, require concentrated acclimatization. The shift lever is high relative to the driver's body.

Once I got used to all this and a clutch which, despite having been replaced since Ed acquired the car, was worn considerably and engaged near the top of its pedal travel, I began to enjoy the car. It's in superb mechanical condition generally and the big dohc engine not only idled smoothly at a tranquil 650 rpm but pulled strongly from low speed. Ed has Mitchell mufflers in the otherwise stock exhaust system, letting out a bit more of the six's throaty voice to the great entertainment of the driver and passenger; as we motored through traffic onto a highway with the top down I was reminded what driving used to be. Only some misfitting marred the pleasure; Ed

has a capacitive-discharge ignition system and thinks it may be causing such trouble, but the XK engine was never the easiest on sparkplugs.

The steering is rather stiff but precise and reasonably quick; there's a lot of feedback from bumps. Bumps also generate rattles, even in such a well-maintained E. The ride is gentle, though, even on radial tires (Bridgestone here) and the handling is more than adequate for brisk driving. Gearshifting is pleasant too, with the all-synchronized gearbox introduced the year this car was built, though I found a quick shift from 1st to 2nd would result in a slight crunch. The brakes felt good, but we didn't give them any rough treatment.

Ed says he gets around 20 mpg overall. That's probably the best anyone could hope to get, but 18 mpg should be easy—and what new car can give you such performance with such economy? Ed also admits that "You have to be a masochist . . ." to own a Jaguar, because something is always going wrong. He has replaced or modified some components that gave constant trouble, for instance the alternator and regulator (Chevrolet and Mopar) and the radiator (enlarged). But for a masochist in love with a machine, none of this is the least bit intimidating.

And even for a non-masochist (I like reliable cars), the pleasure of driving the E when it's working right is an obvious reward.—Ron Wakefield



PHOTO BY JOE RUSZ

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## Miss September, September Calendar Car

By: Al Gerbig

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It all began some 33 years ago. I always wanted a sports car, so I purchased my first Miata which I still own (the best British Sports car made by the Japanese). That was followed 10 years later by number two Miata. That set the basis for my desire for a real British sports car. I specifically wanted an XKR for the aesthetics of its design. It's a modern representation of an E-Type with a little more power and comfort, an eventual classic.

While searching for three long years, numerous Jags were inspected, driven, evaluated and rejected. I found a one-owner Florida car at a North Carolina dealer. The car checked all the boxes. It was the last year of the model run (all the problems sorted *mostly*). Black color, black hood, supercharged, one-owner, Florida car, low mileage, convertible, no fender benders. Until Miss September, none fit the bill. I flew down to perform an on-site inspection. After the on lift inspection, an agreement, and a fill-up of Kirkland gas, we began the journey home in December, 2016. It was an uneventful drive up the coast other than impending darkness and rain all the way, sometimes heavy.

The car is driven weekly, if only to church on Sunday. We have travelled about 11,000 miles since its purchase. This is my first Jag. There may be more in the future.

We replaced the original tires with Michelin *Pilot Sport A/S 3* (age basis rather than mileage). The headlights were replaced due to nearly invisible cracks which allowed water penetration. I also replaced the hoses, actuators, and related parts for the hood as a preventative or prophylactic measure. The S/S trim ring on a BBS wheel was replaced due to my fault or that of an errant pot hole.

The seat belt catches still need replacement, but I have been unable to source them even with help of members of the DVJC.

My gastroenterologist recommended that I join the DVJC (he, at the time, drove a new Jag.) I love the car and the DVJC, and am proud to have the car in this month's calendar (Miss September).



2006 XKR Convertible

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## 1971 Series II E-type; primrose over black interior. Reduced Price—\$75,000

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



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



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

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

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



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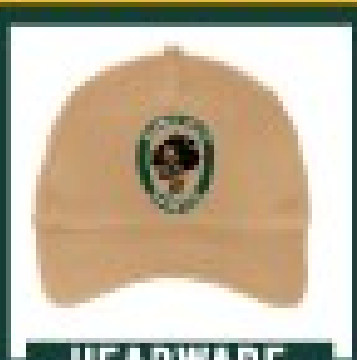


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# 2024 Car Show Calendar

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By: *Kevin Fitzgerald & Kathy Goldberg*

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Fall is fast approaching, but we still have 2 months of car show events before the car season effectively ends. Cars & Coffee in Bethlehem ends its season September 22. All makes and models are welcome. Traditionally, European show cars and exotic cars are directed to park up front, near the pavilion. [www.steelstacks.org/carsandcoffee](http://www.steelstacks.org/carsandcoffee)

Main Line Cars and Coffee has three events left this year.—September 15, October 27, and November 24. Location: 1300 Morris Dr, Wayne, PA 19087. [mainlinecarsandcoffee.com](http://mainlinecarsandcoffee.com). Many other tri-state localities have their own Cars & Coffee, but on a smaller scale.

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

## SEPTEMBER

**September 6: Watkins Glen Vintage Grand Prix Festival.** Parade of race cars through town will still take place this year; however, *no sanctioned races will occur at the track*. Includes Stone Bridge Drivers events (TBA). Watkins Glen, NY. Featured marque MG. <http://www.grandprixfestival.com>. 607-535-3003.

**\*September 8: Radnor Hunt Club Concours d'Elegance.** 826 Providence Rd, Malvern, PA 19355. Car registration by invitation only. General admission \$80.

**September 14: All-British Fall Car Show.** Sponsored by British Car Club of Delaware. Bel-lanca Air Field Museum. 2 Center Point Blvd, New Castle, DE. <https://bccdelaware.org/2023-tentative-events/>

**September 20-22: XXXIII British Invasion.** Stowe, VT. Largest British motorcar show in U.S. To confirm date, visit <https://www.britishinvasion.com/>

**September 20-21: 8<sup>th</sup> Annual Coatesville Invitational Grand Prix.** Canceled for 2024.

**\*September 21: DVC British Car Show,** Skippack Village, Rte 73, Skippack, PA. (Formerly Pennypacker Mills) <http://tinyurl.com/3stx3z3a>

**September 28: British Car Festival at Tinicum Park Polo Club.** Sponsored by Jaguar Touring Club. 961 River Rd, Erwinna, PA. Contact [JagLadyl012@gmail.com](mailto:JagLadyl012@gmail.com) or 201-415-5239. Tailgate event; bring your own food (no vendors). Starting 12 noon.

**September 29: Congregation Beth Or Car Show.** 239 E. Welsh Rd, Maple Glen, PA. Free coffee & donuts. 215-646-5806. Starting 9 am.

## OCTOBER

**October 5: Brits at the Village Car Show.** Sponsored by Philadelphia MG Club. Judging by popular vote. Peddlers Village, Rte 202, Lahaska, PA. 484-686-3305. 9 am-3 pm.

**October 11: Hershey Eastern Fall Meet & Car Show.** AACA membership required to register car. Hershey Park, PA. Flea market & car corral Oct. 8-11.

**October 19: Skippack International Car Show.** Skippack Village, Rte 73, Skippack, PA. 610-584-6004. Starting 8 am.

*Kevin Fitzgerald & Kathy Goldberg*

## 2024 Car Show Calendar (continued)

For those unable to attend the Hilliard U.S. Vintage Grand Prix Weekend at Watkins Glen last month, here are some of the 50-60 cars assembled on the show field grounds. They were then allowed to make three laps of the old racecourse through the streets of Watkins Glen. Unlike previous years, this year's turnout was marred by the conspicuous lack of Jaguars, especially the E-type. The highlight of the showfield was a 1935 BMW model 315/1 that had been squirreled away in an old barn during WW2 and meticulously restored to its original condition.




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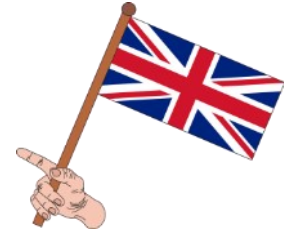
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## DVJC Wants You!



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

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

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

How to submit a response

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

# JAGUAR F-PACE SVR

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# EDITION 1988

1 OF 394 WORLDWIDE



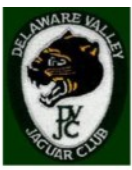
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# Delaware Valley Jaguar Club

**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: 

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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
<b>New</b> Members joining between July 1 and September 30	\$55.00
Youth Enthusiast	\$35.00

If paying by check:

**Please make your checks payable to DVJC**

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

Jaguars Owned				
Year	Model	Body Type	Color	Memo

**Emergency Contact Information**

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

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

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

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

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



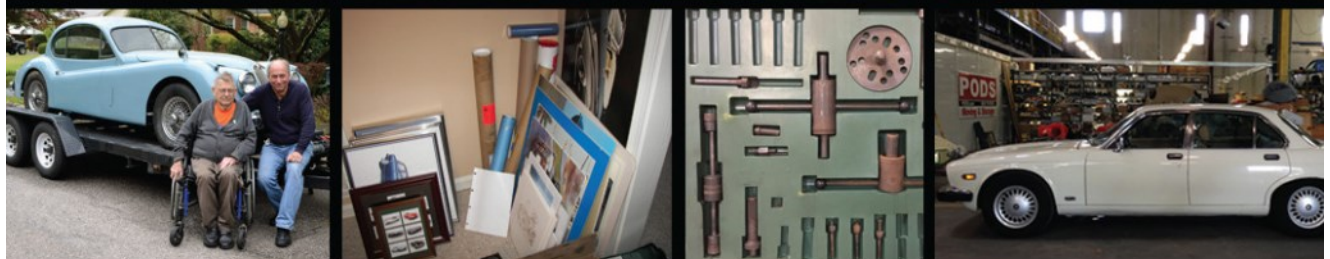
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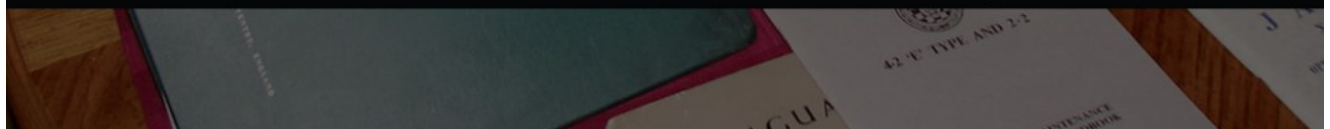
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