
The Jaguar's Purr®

Is an official publication of

THE DELAWARE VALLEY JAGUAR CLUB

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August 2026

Brunch and Museum Tour—Wow!



Tony Tinari organized a brunch at the Plumsteadville Inn followed by a tour of the Mercer Museum. He selected a picture perfect Sunday, July 26th day to enjoy the event. Following an excellent brunch buffet at the Plumsteadville Inn, several members went on to the Mercer Museum to explore its treasures and heritage. Thanks to Tony for organizing this event.



There is Still Time to Renew Your DVJC membership

Membership time is any time! Payment can be paid by credit card, debit card, or PayPal by using the DVJC Web site at <https://delvaljaguarclub.com/>. Members are encouraged to use the Web site for membership renewal. DVJC members using the Web site for the first time should click on the BECOME A MEMBER tab. Detailed instructions about signing up for Web site access are shown here. DVJC members with current access should log in to the site as normal. Click on the MEMBERS tab, select "Renew My Membership", and scroll down to "Renew Subscription." Detailed instructions will then be displayed. Members who opt for paying by check can submit payment directly to Jim Sjoreen or use the membership form [by clicking here](#) or referring to pages 33 & 34 to update information.

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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

You can get more information and view available items by [Clicking Here](#).

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

Upcoming DVJC Events

August 1, 2026
9:00 a.m.—1:00 p.m.

DVJC 20th Annual Slalom (see page 15)
Garnet Valley High School
552 Smithbridge Road, Glen Mills, PA 19342

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

August 8, 2026
11:30 a.m.—5:00 p.m.

New Garden Air Show
Hank's Place
1625 Creek Road, Chadds Ford, PA 19317

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

Register by August 2nd

September 27, 2026
1:00 p.m.—6:00 p.m.

Art, Wine, Cars and Food—A Perfect Combination
Angelico Winery, Lambertville, NJ

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

October 10, 2026
9:00 a.m.—3:00 p.m.

Brits at the Tile Works
130 E. Swamp Road, Doylestown, PA

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

Save the Date

October 24, 2026

Lehigh Valley Driving Tour,
Winery and Dinner

Contact: *Work in progress, stay tuned..*

Save the Date



Your Monthly Bill August 2026

DVJC members racked up some big wins on the show circuit during July. The British, French, Germans and Americans all came ... to the Rebels and Redcoats car show at Washington's Crossing on July 12. Cars from each of these countries that fought in the American Revolution were on display for enjoyment of community members. Entries were judged in four classes corresponding to the four countries represented. Tony Tinari's 1958 XK150 DHC earned the third place award in the British class. Noe LaFramboise captured the George Washington Ribbon with his exquisite XK 140. This award is equivalent to "Best in Show" across all classes of entries.



Jeff Bolmeyer, Tony Tinari, Rich Rosen, Jim and Denise Sjoreen and Greg Morrison made the arduous trip across the Allegheny Mountains to the JCNA International Jaguar Festival held in conjunction with the Pittsburgh Vintage Grand Prix. Three DVJC cars were entered in the Concours and all three won awards:

- Rich Rosen – 1st Place Driven – 1971 E-Type 2+2
- Tony Tinari – 1st Place Champion – 1995 XJS
- Greg Morrison – 2nd Place Champion – 1993 XJR-S

Tony's Membership Musings includes more complete information on a fun weekend in Pittsburgh.

July's events concluded with twenty-two members savoring the wonderful brunch at the Plumsteadville Inn. Afterwards, fourteen of them traveled the short distance to the Mercer Museum where they enjoyed the expansive exhibits of the "tools of the trades" prior to the Industrial Revolution.

Sixteen-year DVJC member Mike Detzky was

recognized in the July/August issue of *Jaguar Journal* as the leader of the JCNA Mile High Club. This new feature recognizes Jaguars that have crossed the 100,000-mile mark. The condition and cleanliness of Mike's beautiful 2007 XK convertible is remarkable given the more than 250,000 miles driven in this original automobile. Congratulations, Mike!



For quite some time, DVJC has made annual donations to organizations and causes aligned with the interests of our club. Over the most recent five years, support was split between the Coventry Foundation and America's British Reliability Run (ABRR). Beginning in 2025, the board elected to direct 100% of each year's donation budget to the Coventry Foundation. The foundation's mission and the purpose of our club are closely aligned and mutually supportive. Our bylaws state "The objectives and purpose of the Club are to promote, foster and encourage a spirit of mutual interest and assistance for Jaguar automobile enthusiasts; to promote favorable relationships with the general public; to be a technical guidepost to Jaguar owners; to be a social organization"

The foundation's stated purpose is perpetuating the heritage of Jaguar and serving as a resource for owners. Many members of our club, me included, have availed themselves of the free services and support they offer. Technical support, historical information and the specialized tool loan program are only a phone call away. Coventry Foundation is also the repository for a significant portion of Jaguar archives. Again in 2026, we donated \$1000 to support the continuing work of the foundation.

Please note: the ABRR is a fun and very worthwhile charitable event. Each year, participants raise money to support children's charities. For the past several years, that has been Shriners Hospitals for Children. Nancy and I, along with other DVJC members, have participated several times

Your Monthly Bill (continued)

in this fun, multi-day driving event. [Check it out here.](#) There's still time to sign up for the 2026 ABRR on October 16 – 18.

August 8 is the date that DVJC is attending the New Garden Air Show. This is an all-day event with a variety of interesting attractions. They include vintage airplane, car and tractor displays; aerobatics; and a lighted drone show along with several others. If you are displaying your Jaguar in the car show, you get in **free!** DVJC is paying the admission fee. [Complete information and registration are on the event page.](#) Deadline to register is August 2. Do it now. Members not showing their cars will pay regular admission rates.



Plan now to attend the art show at [Angelico Winery](#) on Sunday September 27. Our own Noe LaFramboise will be showing his work alongside that of several other Pennsylvania and New Jersey artists. Tastings and food are available during the day with live music in the background. The vineyards provide the backdrop for an informal car show in which DVJC members are encouraged to show their cars. This should be a fun day! [More information can be found here.](#)

Federal mid-term elections are 100 days away. Nearly as important for your club, DVJC election of officers and directors begins only 116 days from now. As I have mentioned previously, there will (not may) be three to four vacancies on the board of directors. For your club to continue to function effectively, it is essential that other members step up and volunteer to fill these roles. Running the club is a group effort with plenty of support from fellow board members and key volunteers. Spreading the tasks across the nine authorized officer/director positions means no one must individually shoulder a large load or commit significant time. Speaking personally, it has been my pleasure to serve the club as treasurer and president for a combined twelve years. Fresh ideas and “new blood” are needed now. Please consider volunteering your time and talent for the good of DVJC. I’m happy to discuss these roles with you at any time.

Enjoy your Jaguars,

Bill



Membership Musings

August 2026

By: Tony Tinari



As the program shown above suggests, I'm going to devote the column this month to the superlative events of the International Jaguar Festival, embedded into the annual Pittsburgh Vintage Grand Prix, held July 11-19, 2026. As "festivals" go, this one was a lollapalooza. Our western Pennsylvania friends at the Jaguar Club of Pittsburgh (JCOP) spent months in planning the series of events, all of which, despite stormy weather, high humidity, and Canadian wildfire smoke, came off flawlessly. I had the pleasure of attending two of the marquee events, dinner at the Pittsburgh Golf Club on Friday, July 17, and the Concours d'Elegance/Marque of the Year Display on Saturday, July 18. They did not disappoint!

Friday's elegant dinner, in the storied Pittsburgh Golf Club at Schenley Park in the heart of town, was highlighted by the remarks of Ian Callum, the Grand Marshal of the series of IJF/PVGP events. Callum, as you are undoubtedly aware, is an illustrious figure in motoring. Among other accomplishments, he of course served as Director of Design for Jaguar Cars (later JLR) from 1999-2018. In 1968, then age 14, Callum submitted his first automotive design to Jaguar-in hopes of landing a job. Perhaps he is best remembered as the creative genius behind a series of British Cars, notably the Jaguar XK, XJ, F-Type, F Pace, I Pace and C-X75 (the latter, a prototype concept car which regrettably did not go into production, but may be seen in the 2015 James Bond film *Spectre*.) He's also the guy to thank for the Aston Martin DB7, DB9, and Vanquish. Quite a resume. In recognition of which, Sir Ian was appointed a Commander of the Order of the British Empire (CBE) in 2019 for services to the British Car Industry. Despite all that, he presents himself as a very down to earth Scotsman, a fellow you wouldn't mind sharing a pint or two with, full of very interesting automotive anecdotes.



Sir Ian Callum, CBE



On the Show Field

Membership Musings (continued)

At the conclusion of the Friday evening dinner our host Stu Benson, the JCOP Treasurer and Chairman of the IJF events, cautioned those of us participating in the next day's Concours to "Get an early start . . . as if we were preparing to take the field at Pebble Beach!" Heeding that advice, a few of us departed the headquarters hotel for the show field circa 5:45 a.m., in the dark and pouring rain. While an errant turn took me through parts of the city of Pittsburgh I did not expect to sightsee, nevertheless the rain subsided briefly upon entering grounds of the beautiful Bob O'Connor Golf Course. There I was met by Stu, who directed me to enter the actual course through Gate B. At this point I should mention that in connection with the PVGP, there is a vast display of collector cars of various marques, all over the grounds of the golf course. At any rate, I found Gate B then promptly took a wrong turn which led to some unexpected Jaguar "off-roading" while I sought regain my bearings and find the other pride of Jaguars. By the time I reached the Jaguar Concours display, I believe I had seen most of the rest of the cars displayed, as well as a few extra fairways.



Univ. of Pittsburgh, as seen from the Concours

The setting for this event, on the rolling hills of the golf course and adjacent to the closed circuit racetrack for the PVGP, was unique. Since the rain cleared up the vestiges of wildfire smoke, it was possible to view the University of Pittsburgh landmark "Cathedral of Learning" building in the distance (see above photo). As one would expect for an event of this caliber, there were a truly impressive array of vintage and modern Jaguars at the Concours, everything from a 1934 SS 1 to some modern XF's. In addition, a separate "Marque of the Year" display hosted an abundance of display cars. Truly, Jaguar heaven. The rain subsided long enough to allow the customary last minute primping of show cars, as well as the completion of judging which followed. (In addition to showing our cars, Rich Rosen (1971 E-Type 2+2) and I (1995 XJS) had been recruited to judge the class of XF's in the driven division. Greg Morrison (1993 XJR-S) was the third entry from DVJC.) Once judging was done, and while awaiting the awards presentation, the skies opened up and it poured rain for a good while. Jeff Bolmeyer and I took it all in from the shelter of our umbrellas!



Our own Rich Rosen, First Place Winner!

Membership Musings (continued)

In the ultimate “touch of class”, the Concours awards were presented by Sir Ian Callum himself, together with Rich Aronson, the president of JCOP. It was a banner day for DVJC, with Rich taking first in the D4/E3 Driven Division, and I and Greg taking first and second, respectively, in the C13/JS Champion Division. (That order would be reversed had the esteemed judges taken note of my non-authentic, albeit nice looking, XJS wheels. I hereby publicly concede that Greg’s wonderful XJR-S should have taken the top honors!)



Pittsburgh Hospitality

Attention to the myriad details of producing these events was the hallmark of the JCOP approach to hosting an unforgettable weekend. Those of you who were involved in DVJC’s management of the JCNA Annual General Meeting last year will appreciate just how much planning and logistics management goes into this kind of an undertaking. As just one small example of our western Pennsylvania colleagues’ diligence, shown above is a portion of the “Pittsburgh Cookie Table”, a well appreciated tradition which was on full display. While expectations for the IJF/PVGP were quite high, the experience exceeded the aspirations. On behalf of DVJC, kudos and congratulations to the Jaguar Club of Pittsburgh for a truly exceptional and memorable Jaguar experience!

Happy August Motoring,

Tony

Member Anniversaries

Member		Co-Member		Join_Date	Years
Alan	Karpovitch	Jean	Karpovitch	01-Aug-89	37
Gary	Tate	Julie	Tate	04-Aug-11	15
Milan	Moncilovich	Stephanie	Moncilovich	02-Aug-20	6
Alex	Cole	Judy	Distell	09-Aug-21	5
Kevin	Ryan	Zuria	Ryan	31-Aug-21	5
Emanuel P	Pirvulescu	Stephany	Pirvulescu	09-Aug-24	2
Eric	Bovard	Kara	Ditty-Bovard	25-Aug-25	1
James	Kelly	Judy	Kelly	03-Aug-25	1
Len	Moyerman	Madeleine	Moyerman	24-Aug-25	1

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2026 Car Show Calendar

By: Kevin Fitzgerald

The car show season is waning. If you're looking for places to take your prized marque this season, you've come to the right place. I've assembled a full slate of noteworthy car shows and events based mostly on my own experience. But first keep in mind the weather. Also, it's a good idea to check the status of your AAA membership, especially if you own a classic Jaguar.

You'll notice I've included a few international-type shows as well as interesting local shows that attract a host of foreign cars. So take out the Big Cat & exercise its legs. Almost every weekend features a car show or car-related event. *Note:* My list does not include small, run-of-the-mill shows that feature exclusively American makes, including muscle or custom cars and trucks.

Be advised, it's always a good idea to confirm ahead of time the dates and locations of shows you're interested in. As the year progresses, this list will be updated monthly as needed.

For official club events, see "Upcoming DVJC Events" in the monthly *Purr*.

AUGUST

August 1st - 2nd: 63rd Annual Das Awkscht Fescht. Macungie Memorial Park, Macungie, Pa. Featured marque: antique & classic race cars. Flea market and live entertainment all 3 days. For more info, call 610-823-5033. Starts 8 am.

August 8: New Garden Air Show. Hank's Place, 1625 Creek Rd, Chadds Ford, PA. 11:30 am-5 pm. Features WW II fighters, historic planes, vintage & collector cars. DVJC will pay \$20 admission fee for preregistered members' cars (special parking for our Jaguars). Aerobatic shows, aviation demonstrations, biplane rides. For more information, see "Upcoming DVJC Events" in this issue.

August 8th-9th: 69th Annual New Hope Auto Show. Be advised of changes: \$45 registration fee. People's Choice award in each class. New Hope-Solebury High School, 180 W Bridge St., New Hope, PA. 215-862-5665. Spectator admission \$10. 9 am-4 pm. Sunday features imported cars. For more info, visit newhopeautoshow.com/registration/

August 15th-16th: Duryea Hill Climb Race. Pagoda at Reading, PA. 880-770-2055. Starts 8 am.

August 15th: 28th Annual Perkasio "Under the Stars" Car Show. Perkasio Town Center, Perkasio, PA. To pre-register British cars, contact Ragtops & Roadsters at 215-257-1202. 4-8 pm.

August 24th: A Taste of Britain. 36th Annual European and Classic Vehicle Show. Sponsor: Lanco MG Club. Sylvan B. Fisher Township Park, Brownstown, PA. (No longer at Forney Polo Field in Rossville.) 717-285-7379. \$25 registration. 10 am-5 pm.

SEPTEMBER

Sept 4th-6th: Historic Festival 44 & Sunday in the Park. Lime Rock, CT. Featuring nonstop, on-track competition. On Sunday, Concours & Gathering of the Marques displays nearly 1,000 enthusiast cars and motorcycles arranged around Lime Rock circuit. For more info: <https://limerock.com/events/historic-festival/>

September 5th: 60th Annual Duryea Days Car Show. Boyertown Memorial Park, Boyertown, PA. 610-367-2090. Awards given in various car classes. 500 cars on grass. Pre-registration \$12. Starts 8 am.

September 10th-13th: Sports Car Vintage Racing Association (SVRA) Watkins Glen Grand Prix Festival. The premier event features hundreds of vintage racecars, on-track competition, and downtown Grand Prix re-enactment on the original 6.6 mile course. Watkins Glen, NY. Featured marque Porsche. www.grandprixfestival.com. 607-535-3003.

September 11th-13th: 29th Annual Radnor Hunt Concours d'Elegance. 826 Providence Rd, Malvern, PA 19355. Car registration by invitation only. Featured marque Bentley. Sunday general admission \$87.70 online only.

September 12th—All-British Fall Car Show. Sponsored by British Car Club of Delaware. Featured marque TBA. Bellanca Air Field Museum. 2 Center Point Blvd, New Castle, DE. Bccdelaware.org

2026 Car Show Calendar (continued)

September 18th-20th: XXXV British Invasion. Stowe, VT. Largest British motorcar show in U.S. Friday block party on Main Street 6:30 pm. www.britishinvasion.com.

OCTOBER

October 1st-4th: The Race of the Gentlemen (TROG) is back. Kickoff party & swap meet Oct 1-2. Antique cars & motorcycles racing on Wildwood beach at Morey's Pier @ 3501 Boardwalk Oct 3-4. Live music, food, plenty of partying. Saturday of Sunday tickets \$63; weekend tickets \$104.25. <https://www.theraceofgentlemen.com/payment-and-event-info>

October 6th-9th: Hershey Eastern Fall Meet & Car Show. AACA membership required to register car. Hershey Park, PA. Flea market & car corral Oct. 6-8. Car show judging Oct. 9.

October 10th: Brits at the Village Car Show--changed to Brits at the Tile Works. Sponsored by Philadelphia MG Club. Judging by popular vote. Rte 313, Doylestown, PA. 484-686-3305. 9 am-3 pm.

October 17th: Skippack International Car Show. Skippack Village (Rte 73), 404 Skippack Pike, PA. Awards given. 610-584-6004. Starts 10 am.

October 18th Wings & Wheels Car & Air Show. Watch biplanes take off and land on grass. Top 10 awards given. Van Sant Airport, 516 Caferty Rd, Erwinna, PA 18920. \$10 entry fee. 610-847-1119. Gets bigger every year.



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20th ANNUAL SLALOM

Saturday, August 1st 2026

Tech Inspection starts 9:00am

You know of Jaguar's prowess on the track? Now it's time to experience it! If you have a 1936 SS or a SVR F-Pace, this is your opportunity to have a lot of fun in a safe confined area.

If this is your first Slalom, don't worry, there are plenty of members on hand to help and give advice. If you want to come and just watch and join us for lunch after we would love to have you join us. If your Jaguar is in the shop, don't fret you can bring another marque. We have had a Tesla, Ford and Volvo recently run the slalom.

JCNA Members driving their own cars Pre register \$ Free.

Non-DVJC members driving their own cars pre-register \$10. + \$20. insurance waiver.

There will be no same day registrations due to insurance and liability.

Please register early at: <https://delvaljaguarclub.com/events/slalom/>

The event is limited to 20 vehicles.

Questions, contact Rich Rosen - rosen244@verizon.net or call 609-923-7655



Helmets are Mandatory

Brunch following the event at
Crown Tavern Rt 202
(not included in registration)

DOES YOUR FUSE PANEL ACCESS DOOR OPEN? A GAME OF INCHES (OR MILLIMETERS). Read on!

By: "E" Alan Karpovitch

I play golf. I have played for over 50 years. Sadly, I still don't play well. When I am having one of those unremarkable rounds, I sometimes say—"This is a game of millimeters." Your swing doesn't have to be off by much, and you get a dismal result. But I keep trying, thinking someday I will have a perfect round.

This article is about me successfully attempting to realign whatever was necessary to have my 1967 E-Type fuse panel access door to be able to fold down 90 degrees as designed, without interference. It turns out, this is also a game of millimeters.

I have to first say, this topic might not be of interest to everyone. UNLESS, you are like the majority of E-Type owners, whose fuse panel access door does not fold down easily, or at some partial angle, or not at all. I contend the cars did leave Browns Lane with this capability, and my car did fold down when I first bought it. But this shade tree mechanic did something in a past maintenance quest to fix something, and the reinstallation was not perfectly aligned. I would love to know how they got this right on the assembly line.

Anyway, I decided to take this on because the switch at the handbrake stopped working (which is below the armrest console). That was also my fault from a previous fix. So here are the 26 steps I took to see if this is possible:

- A. I removed the floor carpets, seats, seat belt anchors, and gearshift knob. I am glad I did, because I jumped in and out 100 times, and the more room, the better.
- B. I removed the radio housing. There are 2 acorn nuts, and 2 bolts. (all with washers). Note also there originally was a narrow rubber black strip going across the bottom of the fuse panel access door, to fill the gap and keep dust out, which may add to the interference. You should label any electrical disconnects for the radio.
- C. I removed the armrest console. There is one bolt on the passenger side, in the middle of the length, at the bottom edge. See picture 1. Many owners report it is missing, but it is crucial to replace it with a 1/4"-28 thread short bolt or screw. Note lifting/removing the console will require a few tries, to find the correct angle to squeeze and wiggle the handbrake lever through the long slot it operates in. Mike Wolf suggests disconnecting the handbrake cable clevis pin at the rear brake

actuator, above the differential. This will allow the handbrake lever to be raised even higher. I decided to try it without this added step, knowing reinstallation later could add extra time and frustration to the job. This is the time I replaced the handbrake switch, another task that took longer than ever thought possible. See picture 2 and 3. After inspecting the fuse panel access door pivot points, I believe you will see it is impossible to readjust the panel door upwards. That would make this too easy! Therefore, increasing the clearance needs to be gained from below.

- D. Reinstall the radio housing, (no bolts or screws needed this time—just install over lower studs.) You should observe without the added upper pressure from the armrest console, you should see if it is possible to actually swing down the fuse panel access door without interference. You will see there is some adjustment with the radio housing at the 4 mounting points, and the best possible final position of the radio housing is as low as possible, and as far towards the rear of the car as possible. I noted I needed to gain some extra clearance, approx. 1/4", or 6 millimeters. If I can lower the radio console 6 millimeters, the interference will be gone. I removed the radio housing again. **FOCUSED GOAL-** lower the radio housing, the arm rest console, and the transmission tunnel cover a total of 6 millimeters.
- E. Next, I removed the transmission tunnel cover, to clean it (there is a gray mastic sealant on it that elevates it ever so slightly). Clean it off, and your gain is 1 millimeter. See Picture 4, and also you can see the narrow rubber black strip that is attached to the fuse panel access door.
- F. Upon reinstallation, force the cover as low as possible when replacing each sheet metal screw. I used a drift pin in an adjacent hole to wedge it down while tightening the screws. See picture 5. Another 1 millimeter gained.
- G. Next, I reinstalled the armrest console. Make a pencil mark at the forward edge of the console, where it meets the transmission tunnel, on the tunnel cover. Also, it is time to check if any carpeting, any added Dynamat insulation, or any matting that might interfere with the console going lower. It is now time to install the missing screw mentioned above in item C). While tightening it, be sure to press down on the armrest

Fuse Panel (continued)

console to ensure it is as low as possible. A third millimeter gained.

- H. Now reinstall the radio housing, and this time reinstall the 4 fasteners. Pull it as far back as you can, and leverage the housing using a prybar/screwdriver to lower the radio housing as low as possible, while tightening the 4 fasteners. Time to check results, after a total 4-millimeter gain. For me, the gap was better (larger), but the fuse panel access door still did not fully swing down. By the way some owners have chosen to modify the plastic label plate by removing (and leaving out) the two innermost screws, and then elongating the slots for the two outermost screws. They then can remove the plastic label plate by just loosening the outer screws and pulling the legend strip towards the gearshift, which will allow the fuse panel access door to open. See picture 6. I on the other hand, refuse to give up and will go in search of 2 more millimeters. By the way, the replacement for this plastic label plate does not match the original, (font is incorrect), so don't break it.
- I. Next repeat removing the radio housing, and re-look at the arm console. You need to find what is still keeping the armrest console from going down the last needed 2 millimeters.
- J. I noted the next interference point is at the front of the console, and I noticed a small dent on one

side of the transmission cover where I previously drew the line. I actually think this is a factory original installation tweak. I decided it was time to test my sheet metal knocker skills, and indent the transmission cover to gain my last 2 millimeters.

- K. I did remove the cover again, so I could support it while performing my newly planned indentation. I went to work with my hammer and a small piece of pipe. See picture 7. Not pretty, but hopefully the last time I will see it, since it is covered up and out of view.
- L. Repeat steps F) (see picture 5), G) and H) above.
- M. Upon checking the fuse panel access door, it now does have the required clearance to open 90 degrees, and have the ability to test and change fuses. See picture 8 and 9.

So, I finished in 13 steps, versus the estimated 26 steps above. I did reinstall the seats, although, it is possible to drive the car without them. At least, my legs are long enough. A video can be proudly provided that shows the result is indeed possible. Just block out 2 days' time if you want to take this on, and go find those 6 millimeters.

Happy Motoring!!!



Alan's E-Type at Cool Cars for Kids 2024.

Fuse Panel Photos



1—bolt holding down armrest console



2—handbrake and brake light switch



3—old/new brake light switch



4—underside of transmission cover needs to be cleaned



5—drift pin lowering transmission cover



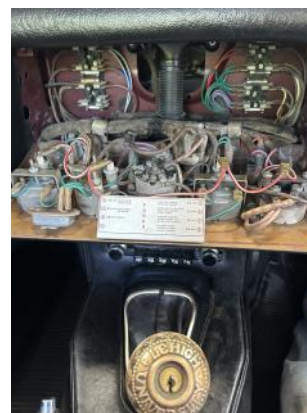
6—modified label plate (slotted)



7—transmission cover modified

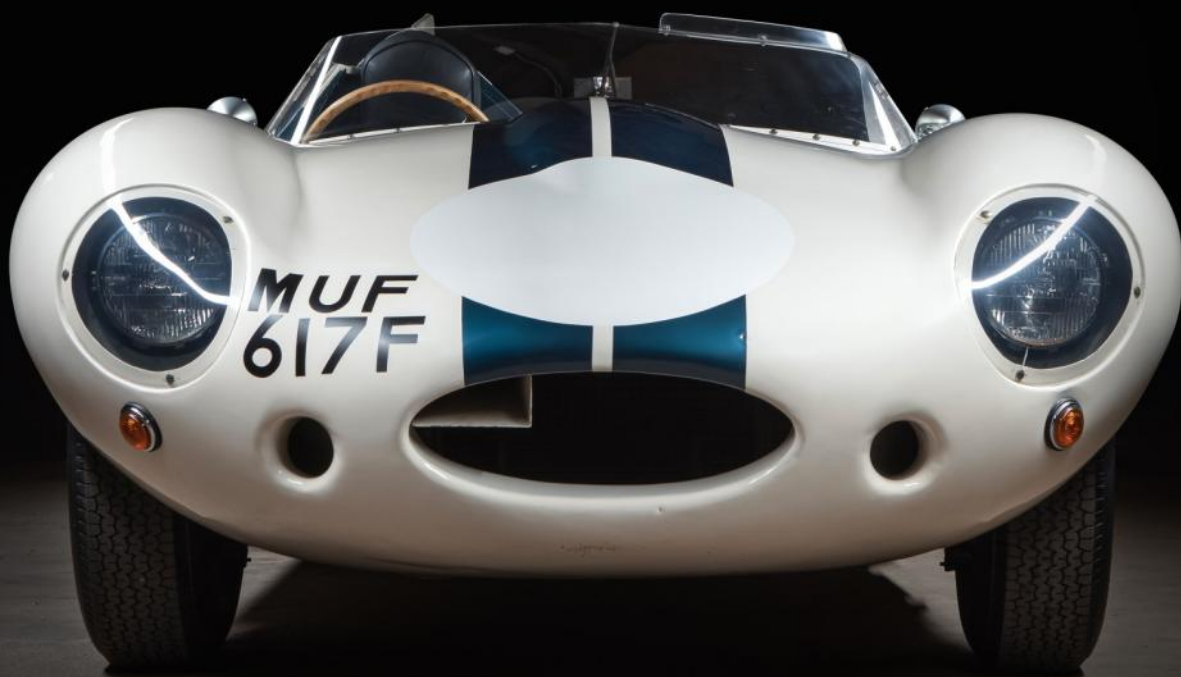


8—closed fuse panel



9—fully open fuse panel

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1987 XJ-S Coupe—August Calendar Car

By: Editor

Pictured below is the 1987 XJ-S Coupe that is the DVJC Calendar Car for August, 2026. Sadly, the owner, DVJC member Norbertus C. Robben, recently passed away. He obviously took great pride in this fine example of Jaguar engineering. He enjoyed talking about it at the DVJC functions he attended.

The car is currently for sale and is listed in the Classifieds section of the Delaware Valley Jaguar Club's web site and in the Classifieds section of this newsletter.

This may be an excellent opportunity to own this special car.



Norbertus Robben's 1987 XJ-S Coupe, the August calendar car.

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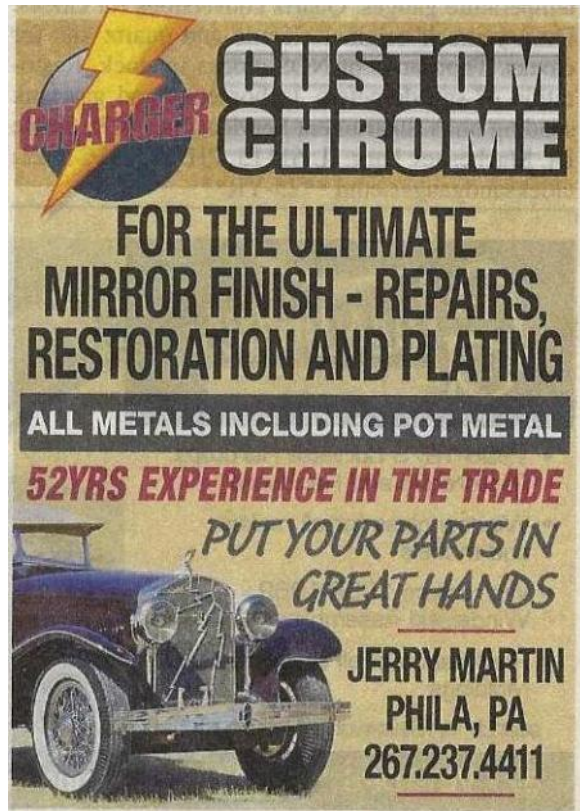
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2027 DVJC Calendar

We are looking for a few good Jaguars for the 2027 DVJC Calendar!

Each year, the Delaware Valley Jaguar Club produces a beautiful wall calendar featuring our members' exceptional cars. The 2027 edition will be our seventh consecutive annual calendar, and remarkably, we have not repeated a single car yet.

If your Jaguar has not appeared in a previous calendar, this is your opportunity to have it featured.

Good photographs make all the difference. Whether you would like guidance on taking a stronger image yourself or would prefer to arrange for Jay Greene to photograph your car, help is available. Simple improvements in lighting, background, and composition can turn an ordinary snapshot into a calendar-worthy image.

If you would like your Jaguar considered for the 2027 calendar, please contact Jay Greene at 302-593-0448 or jaygreenephoto@mac.com.

Let's make next year's calendar our best one yet.

Best,
Jay.
C 302-593-0448

CLASSIFIED



1995 XJR6

A beautifully performing Jaguar
with only 83,509 miles driven in 30 years.
Single owner. Only 500 of these cars were made.
Asking \$12,000.00

Contact: <mailto:mnahodil@gmail.com>



Series 1 E-type 4.2L OTS & Coupe Parts Liquidation Sale!!!

It's time to pass on my stash of mostly new and refurbished/tested bits ranging from Blaupunkt 5-band radio to unique tools to Cool Cat radiator fan to OEM Lucas headlights to weatherstripping to brake line set. Email me for itemized list showing current Moss catalog prices totaling \$7,000.00. Ala-carte or make an offer for the entire inventory. Over 150 pieces.

Leo Kob Kobbie49lbc@gmail.com



1997 XK8 Coupe, Carnival Red

Cream Connolly leather interior. 58,000 miles. Selling from mom's estate. Looking for someone to love and pamper as she did. Garage-kept, single owner, driven around Haddonfield and Moorestown. Longest trip, to the Jersey shore. Regularly and meticulously maintained, both mechanical and cosmetic. Service records available.

4.0L V-8 w EFI. 5-speed automatic. 4-wheel discs. Power seats and steering column. Full size spare. Window sticker included.

Priced to sell - \$11,000.

Contact: rcsandmeyer1@gmail.com, Phone/text 215-882-2972



2004 XJ8—Work Needed

For Sale 2004 Jaguar XJ8, \$1200, 4 door sedan with sun roof, light blue metallic, less than 100k miles. This car has no collision damage, no rust. Drive train, wheels, tires, interior, body in good condition, paint fair. This car until very recently was a reliable, fun to drive daily driver. Air suspension not working, needs repair or replace with coil over shocks. Rack pinion assembly damaged by improper towing, for additional information see Craigslist copy URI below

<https://post.craigslist.org/k/gmNIIIGeZ8BG6axDz5pAPIQ?s=preview>

Car is moveable under its own power but not drivable, will need flatbed towing. Price is based solely on recovering my towing expense. 302-892-2306 ask for Carl (voice only, no text)

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USED E-TYPE SERIES 1 RESONATORS



Used for 4,500 miles. Slight discoloration at the tips They are Bell products from England.
\$100 for the pair

Contact Steve at shc0@lehigh.edu or 610-570-0515.

USED E-TYPE SERIES 2 RESONATORS



Great shape-Best offer and can bring to next jaguar event, or arrange delivery.

Alan Karpovitch (856) 693 8302 987karp@gmail.com.



2002 XJR 100

This rare 2002 XJR 100 is a limited-edition commemorating Jaguar Founder, Sir William Lyons' 100th birthday - only 500 were made and ~250 brought to the US. Anthracite color, gray leather seats and red contrast stitching.

Contact workmanlbw@gmail.com to get more details



1990 JAGUAR XJS



5.3L V-12, all original, 48,000mi, mostly garaged. NEW: spark plugs & wires, coils, shocks, thermostats & hoses. NEEDS: new top, some paint, small projects, have all original parts, manuals, parts list, wiring diagrams. Located in Bath, PA Price: \$2,000 OBO!!

Contact phone or text: 954-864-0912, glovingfoss@comcast.net

X-Type Headlights



One (1) set of X-Type headlights. They work perfectly, have no broken tabs to deal with, none of the adjusters are broken, and the lenses were de-fogged before they were removed from the car. Asking \$ 75.00 for the pair (they're routinely on E-Bay for \$ 100+ or more each), so the price seems fair

Contact Max at (856-371-8174) or mailto:maxsandler1@gmail.com.

CLASSIFIED

E-Type Series 3 Parts



Beige seat covers from GW Bartlett, all new. Door panels and boot panels. Make an offer.



Contact Steve jaguarsteve2012@gmail.com



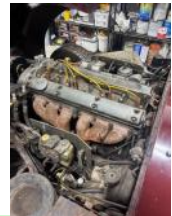
1969 E-Type OTS



For Sale: 1969 E-type OTS, just out of long-term storage. Body is very good, car is very complete and unmolested. Interior is fair. Top is near new. Exhaust system is near new. Not currently running but ran when parked and I believe it will run with fresh fuel and battery. Owned by current family for many years, with many receipts for work performed. Car is located in Plymouth Meeting area. \$42,500 or near offer.



Dick Moritz 215 990-2966. dickmoritz@aol.com



1987 JAGUAR XJS V12 Coupe



Silver-blue metallic 1987 XJS-HE 2+2 coupe, 80,264 miles, original 5.3L V12. Garage-kept and mechanic-maintained. Original books, manuals, and full service records accompany the car. Clean PA title in hand, ready to transfer. Some mechanical sorting needed; independent appraisal available on request. Philadelphia-area pickup only.



Asking \$10,500 OBO VIN: SAJNV5846HC136852, 80,264 miles, 5.3LV12 H.E., Automatic transmission

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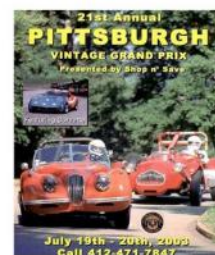
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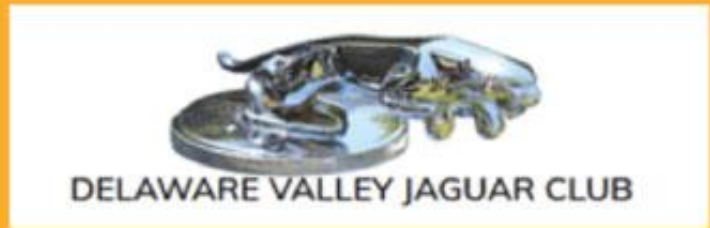
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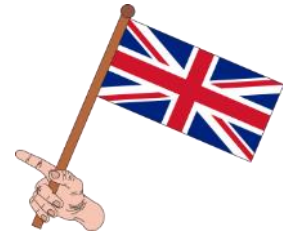
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DVJC Wants You!



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 150 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>



Delaware Valley Jaguar Club

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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.

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