
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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June 2023

DVJC Spring Fling



On Saturday, May 20, 2023, the Delaware Valley Jaguar Club held their Spring Fling at the Ring Hill Fire Pavilion in Pottsgrove, PA. 56 DVJC members and guests signed up for the event to celebrate the 75th anniversary of the XK120, In spite of the slightly damp weather most showed up in their Jaguar. We were honored to have two XK120's in attendance. The weather did not dampen the spirits of those in attendance. Photos from the event are available on the web site www.delvaljaguarclub.com.



It's Never Too Late to Renew Your Membership

It's time to renew your membership in the Delaware Valley Jaguar Club. Payment can be paid by credit card, debit card, or PayPal by using the DVJC Web site at <https://delvaljaguarclub.com/>. Members are encouraged to use the Web site for membership renewal. DVJC members using the Web site for the first time should click on the BECOME A MEMBER tab. Detailed instructions about signing up for Web site access are shown here. DVJC members with current access should log in to the site as normal. Click on the MEMBERS tab, select "My Membership Profile", and scroll down to "Renew My Membership." 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 43 & 44 to update information.

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

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

Quarter Page \$95 / year; \$20 /
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Members' ads free of charge
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MEMBERSHIP RATES

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\$75.00 per year

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

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\$35.00 per year

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Upcoming DVJC Events

June 3, 2023

**DVJC Concours d'Elegance
Historic Hope Lodge
553 S. Bethlehem Pike, Fort Washington, PA**
Contact: [Click Here](#) for more information

**June 17 2023
11:00 a.m.—2:00 p.m.**

DVJC Delaware River Run (see page 13)
Contact: [Click Here](#) for more information

**June 24, 2023
All Day**

**Philadelphia Concours d'Elegance (see page 10)
Simeone Auto Museum
6825 Norwitch Drive, Philadelphia, PA**
Contact: [Click Here](#) for more information

**June 25, 2023
4:00 p.m.—10:00 p.m.**

**Longwood Concert and Dinner (see page 24)
LaVerona Restaurant, Kennett Square
Longwood Gardens**
Contact: [Click Here](#) for more information

**July 23, 2023
*Save the Date***

**Jaguar Gathering of Friends
Nahodil Home, Poconos**
Contact: [Click Here](#) for more information

**August 20, 2023
*Save the Date***

**Breakfast/Lunch
TBD**
Contact: [Click Here](#) for more information

**October 6—8, 2023
*Save the Date***

**America's British Reliability Run
Starting in Morgantown**
Contact: [Click Here](#) for more information

**October 10—13, 2023
*Save the Date***

**Jaguar Pocono Prowl (see page 7)
Penn Stroud Hotel
700 Main Street, Stroudsburg, PA 18360**
Contact: *More information forthcoming*



Your Monthly Bill *June 2023*

Summer's here And the time is right for ~~dancing in the streets~~, no, for driving and enjoying your Jaguars! While Memorial Day marks the unofficial start of summer and is a weekend for picnics and fun, it is important that we reflect on the sacrifices made by the members of our armed services who died while serving our country. We are indebted to them and the families who suffered their loss.



The holiday weekend capped a busy month for our club. Fifteen golfers including DVJC members and guests braved British weather conditions to play in the third annual DVJC Open golf tournament. Teams experienced an eclectic mix of “highlight reel” shots along with plenty of “entertaining” and one-of-a-kind efforts. Cold beer and hot pizza in the clubhouse were a welcome conclusion to a damp but enjoyable day. Congratulations to the winning team of Bob Hartman, Tony Tinari, Bob Hunter and Jim McAntee (guest). Kudos also to Bob Hunter – longest drive, Bill Moss (guest) – closest to the pin and Jim Sjoreen for the “birdie of the day.” Thanks to Chuck Kitson and Mick Van Vlijmen for, once again, organizing this event.

A week later, a small contingent of our members ventured west to Lancaster County where they toured the Rough and Tumble Engineers Museum

in Kinzers, PA following hearty breakfast en route. The expedition was organized and led by Rich Rosen and Mike Wolf.

The British Meteorological Service must have been arranging our weather for the entire month because conditions for our Spring Fling were similar to those in Coventry, England. However, that didn't dampen the spirits of the fifty-six members and guests who gathered for a pig roast barbeque and celebration of the seventy-fifth anniversary of the 1948 introduction of the XK120. Nineteen member Jaguars were displayed on the picnic grounds. Ed and Kathleen Davidson, former DVJC members made a grand entrance with their pair of 120s, an OTS and a coupe. As part of the celebration, it was great having these two stunning examples of the sports car that started it all. Paul Trout deserves our thanks for organizing this fun day.



Your Monthly Bill *June 2023(continued)*

Finally, Alan Brown and Gary Feldman persevered through a rainy (British) weekend to support the Nation's Capital Jaguar Owners Club Concours d'Elegance. Gary served as a judge and Alan as chief judge for their show. Three Nation's Capital members have entered cars in our show and two NCJOC members have volunteered to serve as judges. Alan also met the chief judge from the Carolina Jaguar Club at the DC event. He will also be member of one of our judging teams on Saturday.

June is also packed full of a variety of social and car-focused events. Of course, the month begins with our Concours d'Elegance as part of the Cars and Motorcycles of England. If you are not one of the many members who have volunteered for the show, be sure to invite family members and friends to come enjoy the day with beautiful cars, food and craft beer and music at Historic Hope Lodge. Purchase advance spectator admission tickets [here](#).

In his Membership Musings (page 8) Tony Tinari describes the June 17 destination drive along the Delaware River. The route begins at Washington's Crossing Historical Park and concludes at the Yardley Inn where participants can have lunch together. No matter how many times I've driven the roads in this area, I have always enjoyed the scenery and winding roads. I encourage you to join the group for this relaxing event. [Details and registration](#) are on our website.

The Jaguar Touring Club has invited DVJC members to their annual Fathers' Day car show, "Cats in the Garden" on the magnificent grounds of the Van Vleck Estate in Montclair, NJ. Nancy and I visited last year and were glad we did. Several DVJC members' cars were on display along with the green 1996 XJ12 that I sold a few years ago. Spectator admission is free to DVJC members and their guests. More information, including show car entry, is on pages 11 and 12.



The Symphony Under the Stars at Longwood Gardens is scheduled on Sunday June 25. Paul Merluzzi has organized this popular event for many years and has done so again for 2023. Complete information is shown on page 24 and the [event page where you can easily purchase tickets for the concert](#). Get together with your DVJC friends for a relaxing summer evening.

Don't forget the Philadelphia Concours d'Elegance on Friday June 23 and Saturday June 24. DVJC member Ian Krantz is the founder of this event that benefits children with rare genetic diseases through research and development of innovative treatments. While Porsche is the featured marque this year, any make of car may be entered for display and judging in the car corral. Come, make a day of it. Complete information including advance ticket purchase and entry forms is available [here](#). I also encourage you to consider volunteering a few hours of your time to help with the show. You can review the volunteer needs and [indicate your interest on our website](#).

Mark your calendars now for June 21 and 22, 2024 when Jaguar is the featured marque.

'Hope to see you all at Hope Lodge on Saturday.

Bill



Jaguar Pocono Prowl



Axe Throwing

Dinner and Jazz Music

Fall Foliage & Jaguars

Mark your calendars now for four days and three nights of fun in the Poconos. As with our previous outings at the Jersey Shore and on the Chesapeake, you'll experience a mix of planned group activities and have free time to "do your own thing." Here's the preliminary schedule:

Tuesday October 10, 2023

- Arrive/check in at the [Penn Stroud hotel](#).
- Private Dinner and Axe Throwing Competition – [Downriver Brewing Company](#), Stroudsburg, PA

Wednesday October 11, 2023

- Breakfast on your own.
- Scenic Drive to Fall foliage tour on [Lehigh Gorge RR](#), Jim Thorpe, PA. Lunch to follow. (tent.)
- Dinner – [Willow Tree Inn](#), Stroudsburg, PA

Thursday October 12, 2023

- Breakfast on your own.
- Scenic Drive to Tour nation's oldest brewery ([Yuengling](#)) in Pottsville. Lunch to follow. (tent.)
- Dinner and jazz – [Deer Head Inn](#), Delaware Water Gap, PA

Friday October 13, 2023

- Destination Drive to [Bushkill Falls](#) (tent.)
- Lunch - TBD

Registration should open in June. The Penn Stroud is our headquarters hotel. It is in downtown Stroudsburg within easy walking distance of many restaurants and shops. Don't miss out, reserve now from the block of 28 rooms that has been established by [using this link](#) or by calling the hotel at 570-421-2200. There is a mix of king and double queen rooms available at our discounted rate. The event name on the room block is "Jaguar Pocono Prowl." There is plenty of off-street parking for our cars. Please [advise me by email](#) when you have reserved your room.

Questions – 610-223-1051.

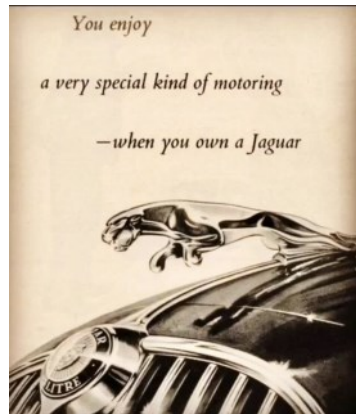
Bill & Nancy Beible



Membership Musings

June 2023

By: Tony Tinari



As we approach our signature Concours d’Elegance event this month, I’d like to add a corollary to the vintage advertisement above. It’s simply this: “You enjoy a very special kind of membership experience-when you belong to Delaware Valley Jaguar Club.” While I have participated in other very effective non-profit organizations, I am nevertheless still amazed at the kind of teamwork that exists in this club. It is most profoundly apparent each year in anticipation of the Concours, and 2023 is certainly no different. From our Concours Chairman, Jim Sjoreen, to the 2023 Assistant Chairmen, Jay Greene and Greg Morrison, to our esteemed Chief Judge, Alan Brown, and his cadre of judges and scorers, just to name a few key players-all these people and many other volunteers always step up to make this event what it is-as the ad above says, “very special”. I look forward to seeing you Saturday, June 3 at Hope Lodge for another Concours to remember.

Speaking of car shows, my season got off to a fast start at the annual Lewes British Motorcar Show presented by the British Car Club of Delaware on a beautiful Saturday in early May. Appropriately enough in this 75th anniversary year of the XK 120, a gorgeous example owned by an enthusiast from Maryland won “Best in Show” honors. While my car did well enough, when this guy pulled in next to me on the field, it was obvious that the coveted “Golden Connecting Rod” trophy was going home in his roadster. So wonderful to see our Delaware car club friends have fantastic weather for this show, after last year’s downpour and heavy winds which forced cancellation of the show, and even of the Cape May-Lewes Ferry route for the day.



Star Car



Lewes Best in Show-1950 XK 120

And on the subject of the venerable XK 120, while our Spring Fling brought out two delightful examples, perhaps the most famous of all XK 120’s went on the block last month after 41 years of single family ownership. This one, seen above, was purchased new by dashing heartthrob actor Clark Gable. Talk about provenance! With those dark wire wheels, bonnet louvres, luggage rack and charcoal over red livery, you can almost see him racing around Monaco with his rumored fiancé Suzanne Dadolle. Truly a golden age of movies and motoring!



Parade Car



Delaware River Discovery Map

Closer to home, and certainly a lot less glamorous, Memorial Day brought some patriotic duty for my Mark 2. As some of you know, I serve as the volunteer solicitor for a community organization in my Jersey shore town. My fellow board members of that group are aware that I'm a car enthusiast. Accordingly, while last year's parade featured my Silverado pickup (Chevrolet, as in the "Heartbeat of America", remember that campaign?), this time around we went for a bit of an upgrade and drove the parade route in some British iron, festooned for the occasion. The above is what that looked like. Hopefully no citizens of the Colonies took offense at the British ride; lots of bunting was applied to help remind folks of the meaning of this quintessentially American observance.

Lastly, a shameless plug for a forthcoming DVJC event. On June 17, 2023, we'll enjoy a "destination drive" through some quaint communities along both sides of the Delaware River, starting in Washington Crossing, PA. In our last member survey, a preference for these types of events was evident, so here we go! You can get the details in an article which appears elsewhere in this edition of the *Purr*. In any event, your Jaguar will probably need to stretch its legs after the Concours, and what better way to do so than a drive with Jaguar friends!

Happy June Motoring,

Tony

Member Anniversaries

Member	Co-Member	Join_Date	Years		
Larry	Schear	Diantha	Schear	03-Jun-97	26
Noe	LaFramboise	Rosalie	LaFramboise	28-Jun-99	24
Robert	Costello	Kathleen	Costello	28-Jun-99	24
Richard	Rosen	Susan	Rosen	07-Jun-04	19
Bruce	Menkowitz	Shelley	Menkowitz	01-Jul-05	18
Arthur	Sulzer	Elizabeth	Gallagher	05-Jun-11	12
Steven	Sokoloff	Julie	Sokoloff	05-Jun-11	12
Paul	Trout	Susan	Trout	26-Jun-13	10
Lance	Knauth	Judith	Knauth	24-Jun-14	9
Andrew	Lazzaro			01-Jun-19	4
Rich	Supernavage	Susan	Supernavage	01-Jun-19	4
Dave	Harnitchek			02-Jun-21	2
John	Gendelman	Maria	Gendelman	27-Jun-22	1
Joseph P.	Terracciano	Michele	Terracciano	22-Jun-22	1

I can see the future



... and in 2024,



JAGUAR

is the Featured

*Marque at the Philadelphia Concours
d'Elegance,*

a two-day event that benefits the Children's Hospital of Philadelphia (CHOP) and [by providing help and hope to children with rare genetic diagnoses and their families, and to support research that will identify the best possible treatments.](#)

This is a "3 for 1" deal:

- DVJC member Jaguars will be showcased along with other noteworthy examples,
- Support a worthwhile charity through your attendance and volunteer support,
- Enjoy a two-day event at the Simeone Foundation Museum.

[Check out the photo gallery of past years' events.](#)

What you should know about 2023:

- Porsche is the featured marque.
- You can apply to show your Jaguar in the car corral.
- DVJC is NOT organizing and running this show. The Philadelphia Concours has an infrastructure in place to do this.
- DVJC members are encouraged to help fill "day of event" volunteer needs working alongside Penn students, CHOP volunteers and staff and other people who recognize the positive impact of this charity on children and their families. Check our website to [learn more about the good work of this charity and indicate the areas where you would like to help](#)

CATS IN THE GARDEN XVI



Celebrate Father's Day with the only New Jersey car show to feature 8 decades of just Jaguars!

Van Vleck House & Gardens

21 Van Vleck Street
Montclair, New Jersey 07042

Sunday, June 18, 2023

Opens to the Public at Noon

Rain Date: Sunday, June 25, 2023

Spectator Admission DVJC Members and Guests Free

For Information Contact:

Paul Maletsky
973-575-8737



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Cats in the Garden XVI

June 18th, 2023

Exhibition Guidelines



The organizers and their appointed representatives reserve the right to accept only Jaguar vehicles.

This is not a JCNA judged event. The decisions of the judges will be final.

- There will be no multiple awards to any entry. In the event a car wins more than one award, it will be presented with the highest award it is eligible to receive.
- Judging will be based on the visual impact of a car on a judge; Judging will not be based on a traditional point system.
- There will be no fee to enter a Jaguar to members of JTC & JAG and gift bags will be given to all participants. There will be an entrance fee of \$10.00 for non-JTC & JAG members. DVJC Members and Guests Free.
- **Gates for car placement will open at 9 AM**
ALL show vehicles must be on the field no later than 11: 30 AM.
Public access will begin at 12 PM
- **Owners agree to leave their vehicles in that location until the end of presentation of awards that starts at 3PM.**

Please note that owners must be present at the event to receive any awards.

- Vehicles on the exhibition field may not display for sale signs or advertisements
- **Tailgating is especially encouraged (no BBQ or open flames will be permitted).**
- Pets are not allowed
- The exhibition will have a rain date of June 25, 2023

For more information, please contact Paul Maletsky at 973-575-8737

The Jaguar Touring Club, Van Vleck House & Gardens and the sponsors of the exhibition are not liable for any injury to person or property during this event.



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DVJC Delaware River Run-June 17, 2023

By: Tony Tinari

We have what I trust will be an interesting and enjoyable destination drive planned for Saturday, June 17, 2023. This one will allow you to explore some of the charming riverside communities lining the Delaware on both the Pennsylvania and New Jersey sides.



Our Point of Departure

We plan to assemble at 9:00 a.m. for some coffee and donuts (perhaps tea and scones for the British car purists) at the parking area just across the street from the Visitors Center at Washington Crossing Historic Park, Route 532 (General Washington Memorial Boulevard) and Route 32 (River Road) in Washington Crossing, PA. We'll have a brief driver's meeting there, hand out some directions, and embark on our journey!



Crossing the Delaware

Like General Washington and his fearless troops, at this very spot we'll cross the Delaware River into New Jersey. Quite unlike the father of our country we'll be doing this in British vehicles. Once over the rather skinny Washington Crossing-Titusville Bridge, we'll proceed northwest through the quaint river communities of Titusville, Lambertville, Stockton, and on to Frenchtown.

We'll cross the Delaware once again, returning to the Pennsylvania side at Upper Black Eddy, then traversing southeast on River Road (the Pennsylvania version) through the towns of Point Pleasant, Lumberville, Center Bridge, and New Hope (which will undoubtedly have slow going due to the inevitable tourist traffic on a June Saturday).



Bowman's Hill Tower

The apex of our little journey will be a stop at Bowman's Hill Tower just south of New Hope. If you have not been there recently, I believe you'll be impressed with the impeccably finished one-way ascent and descent roads to the tower (and will need to resist the urge to throw your Jag into some of the winding turns up and down the hill). At the hilltop, we'll stop briefly to take in the view. For the vertically ambitious, the tower is open for stair climbing (lots of them). They do have an elevator which was constructed in order for them to be compliant with the Americans with Disabilities Act-however I'm told it has not worked in approximately three years. No matter on a clear day (hopefully) one can observe an approximate fourteen mile radius of the Delaware River Valley from the base of the tower.

Once our stop at Bowman's is complete, we'll resume our route south on River Road to the town of Yardley, PA where, for those who wish, lunch will be available to be ordered from the menu of the Yardley Inn.

There is no charge for this event (other than your own lunch), however we do ask that you register through the DVJC website so we have an idea how many will attend. I hope to see many of you there on what should be a lovely June day for a Jaguar drive through some quaint historic places.



Jaguar V-12. New breed of power.

Smooth, silken power.

That is the inherent nature of the Jaguar V-12.

It is a powerplant so logically designed, so perfectly balanced that it sets new standards in engine performance.

The twelve pistons exert such a constantly even force on the crankshaft that the result approaches turbine-like smoothness.

For example, while 0 to 60 in 6.8 seconds is impressive, it's not nearly as impressive as the feeling of smoothness and steadiness with which that performance is achieved.

Impressive also, is the available reservoir of torque. In any gear, at virtually any driving speed, our V-12 gives you instant power to pass, to avoid, to leave congestion in the rear-view mirror.

In fact, at 10 mph in top gear you can skim up the scale to cruising speed without so much as a shudder.

This performance comes directly from our basic design. Instead of a temperamental racing engine, we developed an engine that thrives in *your* driving world—docile at the stop light, polite in traffic, yet incredibly able outside the 30-mile limit.

So, in addition to its smoothness and 5.3 litres of power, our V-12 has—

Single overhead cams for simplicity. Aluminum-alloy block, heads and sump for lightness. Flat-faced heads for excellent torque in the lower- and middle-range speeds. And instead of a conventional ignition system, we have a transistorized one that obviates the need for points.

This new breed of power is set into the classic breed of cat—the Jaguar E-type 2 + 2 and convertible.

It's a suitable setting, indeed. Power-assisted all-around disc brakes. Power-assisted rack and pinion steering. Independent rear suspension. "Anti-dive" front suspen-

sion. Four-speed synchromesh manual transmission (a through-the-gears automatic is optional).

Plus all the luxury, comfort and instrumentation that you would expect in a Jaguar cockpit.

So before you judge the power of any other sports car, get a taste of the new breed: Jaguar V-12. At your Jaguar dealer.

For his name and for information about overseas delivery, call (800) 447-4700. In Illinois, call (800) 322-4400. Calls are toll free.

BRITISH LEYLAND MOTORS INC., LEONIA, N. J. 07605

Jaguar



Just The Facts Ma'am

By: "E" Alan Karpovitch

The purpose of this article is to provide a 6-page summary of the 14 articles (over 90 pages) I have previously written each month on E-Types. That series of articles reviewed one model year each month, highlighting several easily recognized changes that can be spotted on original E-Types. Not surprisingly, since these cars are between 49 and 62 years old, cars have been modified, repaired, upgraded, or just made to last with parts available. If you have not read the articles, they are all still posted on the DVJC website, embedded in the issues from March 2022 to May 2023. These articles provide much more car details, history, color options, historical people, details on lightweights and some one-offs, nostalgic ads, a few rabbit holes, and lots of pictures. This current summary might be considered the cliff notes (Just the facts, ma'am) of these articles, but without the fluff or background. I list the most probable date the change started, knowing that absolutes really did not always happen in the real factory assembly world environment. Note these dates and car numbers sometimes came from reviewing cars on XKEDATA.COM. Many other reference books refer to published dates of issued factory bulletins, but these bulletins sometimes were not issued until months after a change was implemented on the factory floor verses the build date that I tried to reflect.

REF 1- One of my favorite reference books is "Factory-Original Jaguar E-TYPE". It was written by Anders Ditlev Clausager, who was the archivist for BL Heritage and the Jaguar Daimler Heritage Trust from 1979-2012.

REF 2 - The JCNA website has the Judge's Guide for Series 1, 1.5, 2, and 3 posted. They reference some changes and their respective chassis numbers.

REF 3 - My go to reference is XKEDATA.com. Approximately 30% of E-Type owners have their cars registered. Researcher beware, an owner sometimes types in the wrong data, or could post a recent (modified) photo of his car that is not original.

REF 4 - Dr Thomas Haddock has 2 excellent books titled "Jaguar E-Type Restoration Guide", and "Jaguar E-Type Originality Guide" which document many changes with pictures. Dr. Michael Mueller co-authored the originality guide.

REF 5 - Philip Porter has an excellent book, "Jaguar E-Type, the Definitive History".

REF 6 - Paul Skilleter's book, "The Jaguar E-Type, A Collectors Guide", details many Engineering changes by car # and date.

REF 7- Malcolm McKay just published a new 400 page reference (June 2021), detailing more info on all three series, with many great pictures on almost every page.

REF 8- Richard Russ wrote "Jaguar V-12 E-Type-A Guide to Authenticity" in 1991, using three original low mileage cars, and includes illustrations for every component.

REF 9 - The three amigos-----Robert Stevenson authored the Ser 1 judges guide, and was chief judge for Michigan. Stew Cleave authored the Ser 1.5, Ser 2 and Ser 3 judges guides, and was chief judge in Oregon. George Camp lives in South Carolina and is president of the Coventry foundation. He oversees the tool loan program, and assisted greatly in all judging guides. I have had the privilege to consult and learn from all three in the compilation of these articles, and without their assistance these articles would not have been possible.

E-Types Owned by DVJC Members



Alan & Margaret Brown,
1963 Series 1



Steve Gendler,
1969 Series 2



Steve Kress,
1972 Series 3

Just The Facts Ma'am (continued)

MODEL YEAR 1961 changes starting:

1) 6/22/61 LHD chassis- 875133(OTS)//885008 (FHC); RHD- 850048(OTS)//860001(FHC). Water deflectors were added to the front stub axles. Ref 1 p28.

2) 7/26/61 LHD chassis- 875300(OTS); RHD- 850088(OTS). The top chrome finisher on the doors were changed on the OTS only. Ref 1 p41.

3) 8/15/61 LHD chassis- 875332(OTS)//885015 (FHC); RHD- 850090(OTS)//860004(FHC). The self-adjusting hand brake was introduced, so the Allen wrench for adjusting was deleted. Ref 1 p31.

4) 8/22/61 LHD chassis- 875386(OTS)//885021 (FHC); RHD- 850092(OTS)//860005(FHC). The external bonnet locks using a removable T-key switched to internal bonnet locks. Ref 1 p38.

5) 8/22/61 LHD chassis- 875386(OTS)//885021 (FHC); RHD- 850092(OTS)//860005(FHC). The engine breather vent was routed to the air filter making it a closed system. Ref 1 p21.

6) 8/22/61 LHD chassis- 875386(OTS)//885021 (FHC); RHD- 850092(OTS)//860005(FHC). The voltage regulator (Aluminum cover) was changed to a black plastic cover along with several other electrical changes. Ref 1 p33.

7) 9/11/61 LHD chassis- 875542(OTS)//885033 (FHC); RHD- 850137(OTS)//860007(FHC). The single drain tube from the boot lid channel was changed to two tubes, one on each side. They can be viewed in the boot channel or from below. Ref 7 p119.

MODEL YEAR 1962 changes starting:

1) 10/1/61 LHD chassis- 875820(OTS)//885210 (FHC); RHD- 850207(OTS)//860075(FHC). Jaguar built the first 1300 E-Types with welded-on louvers in the bonnets, but switched to including the louvers in the panel pressing. This was a “soft” change-over, meaning the exact chassis numbers when the change happened is not possible. The range of production dates commonly accepted for both of the variations being concurrently built are October, November, and December of 1961, and even into Jan 1962. Ref 1 p35.

2) 1/18/62 LHD chassis- 876582(OTS)//885504

(FHC); RHD- 850358(OTS)//860176(FHC). The flat floors were replaced by sunken footwells. Ref 1 p38.

3) 3/22/62 LHD chassis- 876975(OTS); RHD chassis- 850456(OTS). The required hardware to attach a hardtop to an OTS was standardized, and delivered on all OTS, regardless if the car came with the optional hardtop. Prior to these chassis numbers, a kit with 2 brackets was needed to be procured so you could install a removable hardtop. Ref 1 p55.

4) 5/19/62 LHD chassis- 877356(OTS)//886093 (FHC); RHD- 850527(OTS)//860581(FHC). A curved seat recess was introduced to the body rear bulkhead behind each seat which would allow an additional seat travel of 1.5”. Note: Series 1 3.8 seats did not tilt forward. Ref 1 p38.

5) 6/15/62 LHD chassis- 877519(OTS)//886247 (FHC); RHD- 850549(OTS)//860661(FHC). The Shelly screw-type jack was replaced by a new cantilever jack with a bag. Initially the new jack came with an attached handle, but later the handle was disconnected. Ref 1 p54.

6) 6/20/62 LHD chassis- 877557(OTS)//886283 (FHC); RHD- 850556(OTS)//860678(FHC). The three round brake & clutch fluid reservoir bottles were replaced by three square bottles. Ref 7 p122.

7) 10/9/62 LHD chassis- 878302(OTS)//887132 (FHC); RHD- 850610(OTS)//860913(FHC). The pattern on the aluminum trim on the center instrument panel, radio panel, and tunnel cover was switched from a “dot” to “crosshatch” pattern. In 1964 we will see a switch to black vinyl. Ref 1 p45.

MODEL YEAR 1963 changes starting:

1) 1/3/63 LHD chassis- 878877(OTS)//888070 (FHC); RHD- 850647(OTS)//861059(FHC). After engine R 9700 all engines came with a new oil dipstick, switching from flat to semi-circular. Note chassis numbers are not exact, as engines were not always installed in exact numerical sequence. Ref 1 p20.

2) 1/17/63 LHD chassis- 878937(OTS)//888139 (FHC); RHD- 850648(OTS)//861071(FHC). The single flat screwdriver in the toolkit was replaced with a combo screwdriver, as Phillips screws were now added to some places on the cars. Ref 1 p54.

Just The Facts Ma'am (continued)

3) 1/31/63 LHD chassis- 878980(OTS)//888185 (FHC); RHD- 850655(OTS)//861086(FHC). The round tops to the brake reservoirs were changed to utilize side electrical float connections, instead of wire connections thru the tops of the caps. Also new level indicators were incorporated. Ref 1 p31

4) 5/1/63 LHD chassis- 879496(OTS)//888698 (FHC); RHD- 850724(OTS)//861189(FHC). Arm rests were added on both doors with vinyl tops matching the interior color of the car. The bottom half on all were gray plastic. Ref 1 p49.

5) 6/19/63 LHD chassis- 879761(OTS)//888859 (FHC); RHD- 850737(OTS)//861216(FHC). The center storage box with elbow rest was added between the seats & the top was covered in matching interior leather. Leather also was added to cover the gear shift surround. Ref 1 p49.

6) 7/30/63 LHD chassis- 879803(OTS)//889030 (FHC); RHD- 850752(OTS)//861254(FHC). The center instrument panel was changed from aluminum to covered in black vinyl, along with the radio panel being changed from aluminum to leather. Ref 1 p45.

7) 8/16/63 LHD chassis- 879990(OTS)//889096 (FHC);RHD- 850755(OTS)//861271(FHC). The tail pipes and mufflers were modified. Earlier versions had long mufflers and short tail pipes, and switched to shorter mufflers and longer tail pipes. Ref 1 p25.

MODEL YEAR 1964 changes starting:

1) 12/18/63 LHD chassis- 880760(OTS)//889697 (FHC); RHD- 850807(OTS)//861427(FHC). Two grayish rubber brake reservoir caps were added to the tops of the brake reservoirs to protect the electrical float connections for the brake level indicators. Ref 1 p31.

2) 3/4/64 LHD chassis- 881261(OTS)//890251 (FHC); RHD- 850843(OTS)//861557(FHC). Pozidriv screws are used on the chrome headlamp covers, replacing the single slotted flat blade screws. Ref 1 p41.

3) 6/ /64 Engine number RA7324-9. Two engine lifting brackets were added to the head to assist in engine removal, although many mechanics and restorers prefer to lift the body up, hence lowering the engine. Ref 1 p21.

4) 6/17/64 LHD chassis- 881706(OTS)//890722 (FHC); RHD- 850908(OTS)//861723(FHC). The finely knurled chrome plated fuel filler cap was changed to a cast alloy 8 fluted cap. Ref 1 p23

5) 8/1/64 LHD chassis- 881865(OTS); RHD chassis-850935(OTS). The hood (convertible top) cover was changed from three fastening straps to two, along with lift-the-dot fasteners. Ref 1 p51.

MODEL YEAR 1965 changes starting:

1) 8/12/64 LHD chassis- 1E10001(OTS)//1E30001 (FHC); RHD- 1E1001(OTS)//1E20001 (FHC). The sole exterior change for the new car model was adding "4.2" and "E-TYPE" on the boot lid. Ref 1 p76.

2) 8/12/64 LHD chassis- 1E10001(OTS)//1E30001 (FHC); RHD- 1E1001(OTS)//1E20001 (FHC). The seats were restyled for the better. There were two types of seats on the 3.8 cars- ones with small radius of curvature at the top used on roadsters, and the FHC got the larger radius of curvature. The old seats did not tilt forward, and the rake was not adjustable. The newly better styled 4.2 seats did tilt forward, along with a 2 position rake adjustment, and these new seats were pleated and used in all body styles. Ref 1 p82.

3) 8/12/64 LHD chassis- 1E10001(OTS)//1E30001 (FHC); RHD- 1E1001(OTS)//1E20001 (FHC). The header tank was changed for the new engine, by noting the thermostatic otter switch which controls the electrical fan was moved from the top of the tank to the front of the tank. Ref 1 p58.

4) 8/12/64 LHD chassis- 1E10001(OTS)//1E30001 (FHC); RHD- 1E1001(OTS)//1E20001 (FHC). A new all synchromesh gearbox was installed. The old moss box had a pear shaped gearshift with reverse to the left and up. The newer style has a round shaped gearshift with reverse left and down. Ref 1 p64.

5) 8/12/64 LHD chassis- 1E10001(OTS)//1E30001 (FHC); RHD- 1E1001(OTS)//1E20001 (FHC). The electrical system was revamped from a positive ground generator (dynamo) system to a negative ground alternator system. Ref 1 p72.

Just The Facts Ma'am (continued)

6) 8/12/64 LHD chassis- 1E10001(OTS)//1E30001 (FHC); RHD- 1E1001(OTS)//1E20001 (FHC). The brake actuation system was changed from a Kelsey-Hayes bellows vacuum servo system to a Lockheed vacuum servo system. Ref 1 p69.

7) 12/10/64 LHD chassis- 1E10360(OTS)//1E30350 (FHC); RHD- 1E1061(OTS)//1E20103 (FHC). The gear lever leather gaiter with chrome trim and rivets was changed to a corrugated rubber boot. Ref 1 p85.

8) 3/8/65 LHD chassis- 1E10754(OTS)//1E30825 (FHC); RHD- 1E1165(OTS)//1E20371(FHC). The glass windscreen washer reservoir was switched to a cream colored plastic. Ref 1 p72.

9) 9/14/65 LHD chassis- 1E31788(FHC);RHD-1E20939(FHC). A mirror was added to the passenger sun visor on the FHC. Note OTS did not have sun visors at this time, but will get them added later. Ref 1 p85.

MODEL YEAR 1966 changes starting:

1) 5/5/65 LHD chassis- 1E11020(OTS)//1E31445 (FHC)//E75028(2+2); RHD- 1E1234(OTS)//1E20876 (FHC)//1E50007(2+2). The air cleaner canister paint color was changed from black to silver hammerite. This was considered a “soft” change-over. The range of production dates commonly accepted for the color transition was between 5/5/65 - 4/1/66. Ref 3.

2) 10/19/65 LHD chassis- 1E75001(2+2); RHD-1E50001(2+2). A chrome strip was added at the top of each door, along with a separate key lock under the door handle on the 2+2 only. Ref 1 p76.

3) 10/19/65 LHD chassis- 1E75001(2+2); RHD-1E50001(2+2). The door window glass did not wind down out of sight because it was made taller on the 2+2 only. Ref 3.

4) 10/19/65 LHD chassis- 1E75001(2+2); RHD-1E50001(2+2). The glove box was given a locked door, and a shelf was installed below the dash for the 2+2 only. Ref 1 p78.

5) 9/2/65 LHD chassis- 1E11765(OTS)//1E32039 (FHC); RHD- 1E1382(OTS)//1E21074(FHC). A

silver hammerite alternator heat shield was added. This was a “soft” change-over, meaning the exact chassis numbers when the change happened is not possible. The range of production dates commonly accepted for both of the variations being built was between 9/2/65 and 4/28/66. Ref 3.

6) 11/20/65 LHD chassis- 1E12025(OTS)//1E32194 (FHC). Hazard warning flashers were added. Ref 4 p32.

7) 2/10/66 LHD chassis- 1E12580(OTS)//1E32632 (FHC)//1E75001(2+2); RHD-1E1479 (OTS)//1E21228(FHC)//1E50001(2+2). The heater air intake was modified from a larger intake to a smaller, “snail” style, with a black crinkle finish. Ref 1 p.75

8) 2/24/66 LHD chassis- 1E12688(OTS); RHD-1E1490(OTS). Black vinyl sun visors were added to OTS. Ref 1 p85.

MODEL YEAR 1967 changes starting:

1) 10/1/66 LHD chassis- 1E13589(OTS)//1E33549 (FHC)//1E76911(2+2); RHD- 1E1686 (OTS)//1E21442(FHC)//1E50586(2+2). The rubber boot for the gear shift was replaced with a black ambla gaiter and attached differently. Ref 1 p85.

2) 10/25/66 LHD chassis- 1E13805(OTS)//1E33689 (FHC)//1E76922(2+2). Cars fitted with hazard warning lights now came with a cover around the control switch box on US cars only. Ref 1 p72.

3) 12/15/66 LHD chassis-1E14352(OTS)//1E34006 (FHC)//1E76970(2+2); RHD- 1E1703 (OTS)//1E21466(FHC)//1E50670(2+2). The Dunlop clutch master cylinder was replaced by one made by Girling. Ref 1 p67.

4) 1/11/67 LHD chassis- 1E14532(OTS)//1E34113 (FHC)//1E77010(2+2). The covered headlamps were removed on US and Canada cars only, with the idea of better visibility. This singular change is what starts the unofficial designation of Series 1.25 cars. Cars for all other markets continued with glass covered headlamps. Ref 1 p72.

Just The Facts Ma'am (continued)

5) 4/28/67 LHD chassis- 1E15487(OTS)//1E34339 (FHC)//1E77475(2+2); RHD- 1E1814 (OTS)//1E21518(FHC)//1E50912(2+2). The curly hub center on the wire wheels changed to the forged smooth easy-clean hub, along with a change to straighter wire spokes. Ref 1 p71.

6) 7/1/67 LHD chassis- 1E15889(OTS)//1E34550 (FHC)//1E77645(2+2); RHD- 1E1864 (OTS)//1E21584(FHC)//1E50975(2+2). All markets removed the covered headlamps. Ref 1 p72.

MODEL YEAR 1968 changes starting:

1) 8/15/67 LHD chassis- 1E15980(OTS)//1E34583 (FHC)//1E77709(2+2); RHD- 1R1001 (OTS)//1R20001(FHC)//1R35001(2+2). The 6 toggle switches on the dash were changed to 10 rocker switches for safety reasons on US cars only. Also the ash tray was moved to the center console, to allow for the now available optional Air Conditioning to be installed. Rocker switches were installed on the RHD cars commencing with the Series 2 model. Ref 1 p80.

2) 8/15/67 LHD chassis- 1E15980(OTS)//1E34583 (FHC)//1E77709(2+2). The three SU carburetors were replaced with two Zenith-Strombergs, on the US models only. This included a new intake manifold and also a cross pipe to route some of the air fuel mixture to be heated, and then passed back to the intake side. Canada and European cars still had 3 SU carburetors. This change happened around engine numbers 7E14100 and E53800 (2+2). Ref 1 p62.

3) 8/15/67 LHD chassis- 1E15980(OTS)//1E34583 (FHC)//1E77709(2+2). The smooth polished cam covers were replaced with grooved black stripped cam covers, on the US bound cars. The oil filler cap dropped the engraving JAGUAR, and that label was relocated to the right cam cover. This started around US engine # 7E14100 and # 7E53800 (2+2). For non-US, this occurred around engine # 7E16116 and # 7E 54314, in February 1968. Ref 1 p59.

4) 8/15/67 LHD chassis- 1E15980(OTS)//1E34583 (FHC)//1E77709(2+2); RHD- 1R1054 (OTS)//1R20073(FHC)//1R35099(2+2). The two-eared wheel knockoffs were neutered and now required a special tool and a different mallet. This change happened first on the LHD cars, and

later when the Series 2 cars commenced for the RHD cars. Ref 1 p71.

5) 8/15/67 LHD chassis- 1E15980(OTS); RHD chassis- 1E1864(OTS). The convertible hood frame had three bows and switched to two. Door armrests were deleted. Ref 1 p86.

6) 8/15/67 LHD chassis- 1E15980(OTS)//1E34583 (FHC)//1E77709(2+2); RHD- 1E2051 (OTS)//1E21807(FHC)//1E51213(2+2). The radiator was changed, two electric white plastic fans replaced the original single bladed electric metal fan, the expansion tank was relocated to the bulkhead, and the fan shroud was crackle black. First the LHD cars got this change, and later the right hand drive cars received these changes in April 1968. Ref 1 p63.

7) 8/15/67 LHD chassis- 1E15980(OTS)//1E34583 (FHC)//1E77709(2+2). A drivers side mirror was added to the North American cars, as well a a breakaway windshield mounted interior rear view mirror. Ref 1 p77.

MODEL YEAR 1969 changes starting:

1) 8/1/68 LHD chassis- R7001(OTS)// 1R25001 (FHC)//1R40001(2+2); RHD- 1R1001(OTS)//1R20001 (FHC)//1R35001(2+2). The headlights changed and moved forward 2", along with the air intake which became 60% larger and more oval in shape. The red Jaguar motif bar insert became oval, and the rear bumper was made continuous with three pieces. The turn signals were lowered and made larger in both front and rear. Ref 1 p92

2) 8/1/68 LHD chassis- R7001(OTS)// 1R25001 (FHC)//1R40001(2+2); RHD- 1R1001(OTS)//1R20001 (FHC)//1R35001(2+2). The chrome exhaust pipes were flared (splayed) outward around the license plate. Also a large car-width stainless steel plate was added for license plate and tail light mounting. Ref 1 p100.

3) 8/1/68 LHD chassis- 1R40001(2+2); RHD- 1R35001(2+2). The bottom windscreen line was pulled forward on the 2+2's to make the windscreen less steep. Also the 2+2 changed to two wipers versus three along with only one washer nozzle. Ref 6 p48.

Just The Facts Ma'am (continued)

4) 8/1/68 LHD chassis- 1R7001(OTS)//1R25001 (FHC)//1R40001(2+2); RHD- 1R1001 (OTS)//1R20001(FHC)//1R35001(2+2). The commission plate and the "Made in England" plate were relocated to the left side below the control unit. Also the oil dipstick had a loop at the top which held a red plastic insert. Ref 1 p157.

5) 3/21/69 LHD chassis- 1R8869(OTS)//1R26005 (FHC)//1R41502(2+2); RHD- 1R1138 (OTS)//1R20212(FHC)//1R35223(2+2). The seats were changed with perforated leather on the pleated center panels, and head restraints were added. Ref 5 p676.

6) 5/22/69 LHD chassis- 1R9570(OTS)//1R26387 (FHC)//1R42118(2+2); RHD- 1R1188 (OTS)//1R20270(FHC)//1R35353(2+2). The bonnet lifting mechanism changed from 2 balance link springs to a single gas filled strut on the left side of the picture frame. Ref 5 p677.

7) 8/15/69 LHD chassis- R10335(OTS)//1R26756 (FHC)//1R42583(2+2); RHD- 1R1326 (OTS)//1R20391(FHC)//1R35547(2+2). The door arm rests were added back. Ref 1 p115.

MODEL YEAR 1970 changes starting:

1) 10/13/69 LHD chassis- 1R11052(OTS)//1R27051 (FHC)//1R42850(2+2); RHD- 1R1393 (OTS)//1R20486(FHC)//1R35643(2+2). The ignition coil moved to the front right picture frame. Ref 1 p100.

2) 10/ /69 Engine Number 7R7974 and Engine Number 7R38580. The air filter intake box was changed to rectangular on U.S. and Canadian cars. Ref 1 p98.

3) 11/11/69 Engine Number 7R8768 and Engine Number 7R38895. The Variation 3 engine was produced for the U.S. Cars. Ref 2 p3.

4) 4/ /70 LHD chassis- 1R13283(OTS)//1R27976 (FHC)//1R43899(2+2); RHD- 1R1624 (OTS)//1R20813(FHC)//1R35811(2+2). A smaller commission plate was introduced which omitted the table of lubricants and valve clearances, and was riveted in place. The location continued on the left side sill. Ref 7 p278.

5) 4/ /70 LHD chassis- 2R13621(OTS)//2R27981 (FHC). On the 1971 "2R" variant made for the U.S. market, a plastic leaping leaper Jaguar badge was added and screwed on to both sides of the bonnet. Ref 1 p110.

6) 4/ /70 LHD chassis- 2R13621(OTS)//2R27981 (FHC). On the 1971 "2R" variant made for the U.S. market, a chrome trim finisher was added around the bonnet air intake. This did continue on the Series 3 cars. Ref 1 p110.

7) 7/ /70 LHD chassis- 2R13716(OTS)//2R28084 (FHC). The inertia reels for the 3-point seat belts were added to cars headed to the U.S. and Canada. Ref 1 p121.

MODEL YEAR 1971 changes starting:

1) 8/ /70 LHD chassis- 1S20001(OTS)//1S70001 (2+2); RHD- 1S1001(OTS)//1S50001(2+2). A distinctive V12 badge was added to the boot and rear hatch. The 2+2 rear hatch also received an air extractor, and all cars had 4 fantail exhaust tips hanging below the boot. Ref 1 p139.

2) 8/ /70 LHD chassis- 1S20001(OTS)//1S70001 (2+2); RHD- 1S1001(OTS)//1S50001(2+2). The body was changed with flared out wheel arches, the motif bar was replaced by a grill, along with an extra air scoop below the mouth area. Ref 1 p138.

3) 8/ /70 LHD chassis- 1S20001(OTS)//1S70001 (2+2); RHD- 1S1001(OTS)//1S50001(2+2). The steering wheel was downsized from 17" to 15" and power steering was standard. The horn was relocated back to its proper location in the center of the new steering wheel. Ref 1 p133.

4) 8/ /70 LHD chassis- 1S20001(OTS)//1S70001 (2+2); RHD- 1S1001(OTS)//1S50001(2+2). The commission/chassis plate was relocated to the front facing bulkhead next to the bonnet safety latch behind the engine. Also the chassis number stamping location changed from the picture frame to the bulkhead near the heater. Ref 1 p160.

5) 8/ /70 LHD chassis- 1S20001(OTS)//1S70001 (2+2); RHD- 1S1001(OTS)//1S50001(2+2). The battery was moved from the left-hand side to the right-hand side. Ref 7 p318.

Just The Facts Ma'am (continued)

6) 8/ /70 LHD chassis- 1S20001(OTS)//1S70001 (2+2); RHD- 1S1001 (OTS)//1S50001(2+2). The windshield washer bottle container was relocated to the left-hand side which was vacated by the battery relocation. Ref 7 p324.

7) 4/20/71 LHD chassis- 1S20025(OTS)//1S71240 (2+2); RHD- 1S1005(OTS)//1S50180 (2+2). The oil filler cap was changed from polished alloy to black, with two short handles. Note all dipsticks for V12 engines have the entire top handle made of red plastic. Ref 7 p308.

8) 5/ /71 LHD chassis- 1S20025(OTS)//1S71494 (2+2); RHD- 1S1005(OTS)//1S50205(2+2). The center panel mounted Smith's clock was changed to a German-made Kienzle clock. Ref 7 p322.

MODEL YEAR 1972 changes starting:

1) 10/1/71 LHD chassis- 1S20103(OTS)//1S72335 (2+2). The emission control information sticker was changed from small to larger for U.S. bound cars. The location for both was inside the bonnet on the back of the right front wheel well inner wing. Ref 7 p343.

2) 1/1/72 Engine number 7S3905. LHD chassis- UC1S20169(OTS)//UC1S72662(2+2); RHD- 1S1210 (OTS)//1S50968(2+2). The raised cast letters "JAGUAR" on the cam cover was replaced with a sticker. This was to facilitate also using the same cam cover on the Daimler V12. Ref 8 p32.

3) 1/1/72 LHD chassis- UC1S20169(OTS)//UC1S72662(2+2). North American cars had an additional prefix "U" (for U.S. specification), followed by a "C"(for model year 1972) in the chassis number. Ref 1 p159.

4) 1/1/72 LHD chassis- UC1S72662(2+2); RHD- 1S51013(2+2). The feature to flip the rear squab (seatback) forward on the 2+2's was deleted, and the rear seat became fixed. Ref 7 p294.

5) 1/1/72 LHD chassis- UC1S20169(OTS)//UC1S72662(2+2). A remote control door mirror was fitted to the drivers side door on North American cars. Ref 6 p126.

6) 1/1/72 LHD chassis- UC1S20169(OTS)//UC1S72662(2+2); RHD- 1S1210 (OTS)//1S50968(2+2). Lashing points were added to the front chassis cross member, and to the rear lower shock absorber mounts. These were not for towing. Ref 7 p290.

7) 1/ /72 LHD chassis- UC1S20173(OTS)//UC1S72682(2+2); RHD- 1S1236 (OTS)//1S51016(2+2). Fresh air vents with control levers for passenger and drivers side were added. The air feed consisted of a box mounted above each shock absorber with a screen filter and a corrugated tube. Ref 5 p679.

MODEL YEAR 1973 changes starting:

1) 10/5/72 LHD chassis-UD1S21029(OTS)//UD1S73856(2+2). North American cars had an additional prefix "U" (for U.S. specification), followed by a "D" (for model year 1973) in the chassis number. Ref 1 p159.

2) 10/5/72 LHD chassis- UD1S21029(OTS)//UD1S73856(2+2). Over-riders became black with a chrome strip at the front. Ref 1 p138.

3) 10/5/72 LHD chassis- UD1S21029(OTS)//UD1S73856(2+2). The fuel system for North American cars changed by adding a sealed fuel system and a new black plastic carbon canister. Ref 1 p128.

4) 10/5/72 LHD chassis- UD1S21029(OTS)//UD1S73856(2+2). The North American cars had new low compression pistons and additional emissions hardware added at engine number 7S8179. Note the engine number on all Series 3 V12s were followed by a pair of letters: SA, SB, LA, LB. S= 9.0 compression. L= 7.8 compression. Ref 1 p159.

5) 2/1/73 LHD chassis- UD1S22046(OTS)//UD1S74662(2+2); RHD- 1S1741(OTS)//1S51657(2+2). The four outlet fantail exhaust was replaced by the two outlet exhaust pipe with a modified silencer. Ref 1 p130.

Just The Facts Ma'am (continued)

6) 4/ /73 LHD chassis- UD1S23093(OTS)// UD1S74875(2+2); RHD- S1852(OTS)//1S51808 (2+2). The top line on the commission plate was changed to read "JAGUAR CARS BRITISH LEYLAND UK LTD". Ref 7 p348.

7) 6/ /73 Engine 7S9679. The coil was relocated from the front right bank to further back. Ref 8 p43.

8) 9/ /73 LHD chassis LAST 2+2 =UD1S75183, RHD chassis LAST 2+2 =1S52116. The 2+2 body style was discontinued principally because the car did not have a roll bar. The final 2+2 production numbers were only 33 units in September 1973, and only 1 in October 1973. Ref 5 p493.

MODEL YEAR 1974 changes starting:

1) 9/1/73 LHD chassis- UE1S23240(OTS). North American cars had an additional prefix "U" (for U.S. specification), followed by an "E" (for model year 1974) in the chassis number. Ref 1 p159.

2) 9/1/73 LHD chassis- UE1S23240(OTS). Nordel deformable energy absorbing overriders with no chrome were fitted to meet the U.S. 5 mile an hour impact regulations on front and rear bumpers. Nordel (which is short for NORthern DELaware-home of Dupont). Ref 1 p140.

3) 9/1/73 LHD chassis- UE1S23240(OTS). A complex sequential starting system was introduced requiring the doors to be shut, seat belts on, handbrake engaged, and gearbox in park or neutral, all before the engine would start. Ref 7 p289.

4) 2/ /74 engine number 7S16210. A high load coil and the OPUS amplifier/pick-up module were fitted and labeled "HIGH LOAD". Ref 7 p310.

5) 4/1/74 LHD chassis- UE1S25700(OTS); RHD chassis- 1S2800(OTS). The fuel tank painted color was switched from black to grey. Ref 7 p349.

6) 9/ /74 RHD chassis-1S2823(OTS). The last 50 cars (all RHD OTS) were dubbed the commemorative edition, and all were finished in black (except next to last one), with a black removable factory hardtop, a cinnamon interior, and pressed chrome disc wheels. These 50 also had a special brass dashboard plaque engraved with the cars chassis number and Sir William Lyon's signature. Ref 7 p289.

7) 9/14/74 LHD chassis LAST OTS =UE1S26120; RHD chassis LAST OTS =1S2872. The OTS version was discontinued principally because it did not have a roll bar to satisfy the U.S. safety bureaucracy. Ref 5 p493.

Final total production:

Series 1 3.8 =	15,494
Series 1 4.2 =	22,919
Series 2 4.2 =	18,813
<u>Series 3 5.3 =</u>	<u>15,287</u>
TOTAL CARS	72,513

Just The Facts Ma'am (continued)

For the purposes of the production numbers in the tables below, a model year was produced until December, and the next model year started 1 January. It should be noted a car assembled in the fall and then delivered in the next year might/might not be registered as a newer model year, depending on the country

and dealer, and even the owner's preference. (Nobody wants to buy last year's model, at full price). These two tables will NOT be recurring in the next article, as my labor of love to document 7 easily changes to each E-Type model year is now complete. If only I had a barn big enough to hold one of each year!!

TABLE 1: All SERIES E-TYPE PRODUCTION, by total chassis numbers

YEAR	TOTAL	OTS LHD	OTS RHD	FHC LHD	FHC RHD	2+2 LHD	2+2 RHD
1961 (fm Feb)	2333	1470	327	398	138		
1962	6259	2392	318	2636	913		
1963	4204 (+7)	1945	155(+7)	1716	388		
1964(ending Aug)	2698	1080	136	1122	360		
1964(from 8/12/64)	1108	440	77	453	138		
1965	5311 (+2)	1907	357	2020	1014(+2)	9	4
1966	6957	2124	270	1598	318	1976	671
1967 Ser 1.0	726 [+32]	78 [+18]	159	48 [+7]	111	31 [+7]	299
1967S1.25(fm1/11/67)	2585 <-32>	1430<-18>	0	463 <-7>	0	692 <-7>	0
1968 S1.5(from 8/67)	6232 (+1)	2388	320	1232	375	1512(+1)	405
1968 (from 8/68)	2841	1125	74	600	126	798	118
1969	10163 (+1)	4074 (+1)	424	1971	478	2638	578
1970(ending Oct)	5809	2653	278	1215	467	851	345
1970 NorAm subset	1730	1088		642			
1970 (from 8/70)	590(+1)	3(+1)	0	0	0	523	64
1971	3414	164	209	0	0	2138	903
1972	4327(+3)	1519(+1)	470(+1)	0	0	1688(+1)	650
1973	5087	2787	968	0	0	833	499
1974(ending Sept)	1869	1645	224	0	0	0	0
TOTAL	72513(+15)	29224(+3)	4766(+8)	15472	4826(+2)	13689(+2)	4536

KEY

(+ numbers)--indicated additional chassis numbers allocated, but not built
 [+ numbers]--Since all cars made Jan-July 1967 did not go to US market and some still maintained closed headlights, the quantity of Series 1.0 produced is more than "Last Chassis" minus "First Chassis" allocated.
 <- numbers>--Since all cars made Jan-July 1967 did not go to US market and some still maintained closed headlights, the quantity of Series 1.25 produced is less than "Last Chassis" minus "First Chassis" allocated.
 ** see 1S20003 was scrapped at factory (maybe crash test?)

TABLE 2: CHASSIS NUMBERS ALLOCATED

YEAR	CHASSIS #	OTS LHD	OTS RHD	FHC LHD	FHC RHD	2+2 LHD	2+2 RHD
1961	1 st Chassis	875001	850001	885001	860001		
	Last Chassis	876470	850327	885398	860138		
1962	1 st Chassis	876471	850328	885399	860139		
	Last Chassis	878862	850645	888034	861051		
1963	1 st Chassis	878863	850646	888035	861052		
	Last Chassis	880807	850800	889750	861439		
1964 (August 1964)	1 st Chassis	880808	850801	889751	861440		
	Last Chassis	881887	850943	890872	861799		
1964 (Aug)	1 st Chassis	1E10001	1E1001	1E30001	1E20001		
	Last Chassis	1E10440	1E1077	1E30453	1E20138		
1965	1 st Chassis	1E10441	1E1078	1E30454	1E20139	1E75001	1E50001
	Last Chassis	1E12347	1E1434	1E32473	1E21154	1E75009	1E50004
1966	1 st Chassis	1E12348	1E1435	1E32474	1E21155	1E75010	1E50005
	Last Chassis	1E14471	1E1704	1E34071	1E21472	1E76985	1E50675
1967 Ser 1.0	1 st Chassis	1E14472	1E1705	1E34072	1E21473	1E76986	1E50676
	Last Chassis	1E14531	1E1863	1E34112	1E21583	1E77009	1E50974
1967 Ser 1.25	1 st Chassis	1E14532	0	1E34113	0	1E77010	0
	Last Chassis	1E15979	0	1E34582	0	1E77708	0
1968 Ser 1.5	1 st Chassis	1E15980	1E1864	1E34583	1E21584	1E77709	1E50975
	Last Chassis	1E18367	1E2183	1E35814	1E21958	1E79221	1E51379
1968 (Aug)	1 st Chassis	1R7001	1R1001	1R25001	1R20001	1R40001	1R35001
	Last Chassis	1R8125	1R1074	1R25600	1R20126	1R40798	1R35118
1969	1 st Chassis	1R8126	1R1075	1R25601	1R20127	1R40799	1R35119
	Last Chassis	1R12200	1R1498	1R27571	1R20604	1R43436	1R35696
1970 (October 1970)	1 st Chassis	1R12201	1R1499	1R27572	1R20605	1R43437	1R35697
	Last Chassis	2R14853	1R1776	2R28786	1R21071	1R44287	1R36041
1970 (Aug)	1 st Chassis	1S20001				1S70001	1S50001
	Last Chassis	1S20004				1S70523	1S50064
1971	1 st Chassis	1S20005	1S1001			1S70524	1S50065
	Last Chassis	1S20068	1S1209			1S72661	1S50967
1972	1 st Chassis	1S20169	1S1210			1S72662	1S50968
	Last Chassis	1S21688	1S1680			1S74350	1S51617
1973	1 st Chassis	1S21689	1S1681			1S74351	1S51618
	Last Chassis	1S24675	1S2648			1S75183	1S52116
1974 (September 1974)	1 st Chassis	1S24676	1S2649				
	Last Chassis	1S26120	1S2872				



Author's 1967 Series 1 E-Type



FLY LIKE A BUMBLEBEE



WITH THE KENNETT SYMPHONY and SYMPHONY UNDER THE STARS

JUNE 25, 2023

Dinner at La Verona: 4:00pm

Concert at Longwood Gardens Open Air Theater: 7:30pm

Come and join us for dinner at La Verona Restaurant (114 W. State Street, Kennett Square PA 19348) followed by a delightful Symphony Under the Stars by the Kennett Symphony at the Longwood Gardens Open Air Theater.

We will meet at about 4:00pm at La Verona for an early dinner, then head to the concert at Longwood at 7:30pm. At La Verona we will have a private room and order off the food and bar menus.

The program is a lively and entertaining 'Pops-Style' concert:

- Flight of the Bumblebee – Nikolai Rimsky-Korsakov
- Capriccio Italien – Pyotr Ilyich Tchaikovsky
- Selections from Schindler's List – John Williams
- Vocalise – Sergei Rachmaninoff
- Russian Easter Overture – Nikolai Rimsky Korsakov
- Dance of the Comedians – Dmitry Kabalevsky
- Masquerade Waltz – Aram Khachaturian

Enjoy a beautiful summer day outdoors by taking in the sights of Longwood Gardens and the sounds of the Kennett Symphony. Waltzes and Galops abound as a collection of beloved light classical pieces is presented, including the mercurial Flight of the Bumblebee, the sunny and delightful Capriccio Italien, the heartfelt Vocalise, as well as music from John William's score to Schindler's List.

The cost is \$40/person and **includes just the concert ticket**. Restaurant charges will be paid separately. You **MUST** sign up for the event by June 16, 2023 in order for DVJC to get the group discounted tickets for the concert (regular ticket price is \$50). Please register and pay on the DVJC website (<https://delvaljaguarclub.com/>) or contact Paul Merluzzi at pawlym@aol.com. If you pay by check, send the check made out to The Delaware Valley Jaguar Club to Paul Merluzzi, 1445 Grand Oak Lane, West Chester PA, 19380. Street parking may be available near the restaurant at that early time; there is parking garage across the street from the restaurant.

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. Asking \$82,000.

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 or 610-570-0515.



SPRING CLEANING SPECIALS:

Item #1: XK120 Tool Roll- 28 pieces including hammer and gun plus reproduction roll. Compare with internet offerings \$2500+ plus tax and shipping. Concours quality.

\$1995.00 firm. Email kobbie49lbc@gmail.com for close-up photos.

Item #2: Series 1 XKE Tool Roll- 21 pieces including hammer and gun plus reproduction roll. Compare with internet offerings at \$2,000+ plus tax and shipping.

\$1795.00 firm. Email kobbie49lbc@gmail.com for close-up photos.



Leo Kob. Kobbie49lbc@gmail.com

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1998 XK8 Convertible



For sale 1998 Jaguar XK8 convertible: 102,000 miles, silver with black top and interior, A title, never in accident, body and interior in good condition, needs transmission and timing belt repair. \$2,400. Do self repairs or use for parts. Photos available.



Contact Jim Ludt, Barto Pa. at hotshot0821@yahoo.com or (570)575-7676



2004 XJ8 Saloon



2004 Jaguar XJ8. British Racing Green with tan interior. 93500 miles. Excellent mechanical condition with good a/c.



\$5,900.

Contact Phyllis 609-760-7016



2007 XKR Convertible



4.2 liter supercharged V-8. Salsa red/black interior/black top with 47k miles. 3rd owner. Car is in excellent condition. Always garaged and covered (includes custom fit cover). Looks and drives like new. This car needs nothing. \$24k negotiable.



Amos Kunkle, agkunkle@aol.com 610-867-6955



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Jaguar Parts



Set of Dayton bolt on wire wheels with lugs, 15", off an XJ6. Have Jag center caps on faux knock off centers. Good condition. \$1,200.

Auto trans shift cable fits XJS, 94 to 96, used, \$50.00. Sun visor clip, XJS Tan, \$10.00. Spark plug oil seals 6, 4.0 liter, \$20.00. Transmission sump gasket, XJS 4.0. XJ6 center console ashtray assembly, no lighter \$40.00.



Contact Bob, captrhartman@gmail.com, (267) 246-8266



Complete 1964-67 Series 1 Triple SU Carburetor Intake System



For Sale: Complete 1964-67 Series 1 E-Type 4.2 Triple SU carburetor intake system. Everything has been rebuilt, painted, powder coated or cadmium (bead blasted and buffed prior to) plated as original. The manifold is Jaguar Part # SG7246 C24420 as originally supplied on Series 1 E-Type 4.2 liter engines only between 1964 and 1967 supplied to NA market. Carb kits were obtained through Burlen, UK, including new carb shafts and shaft seals.



Not shown in photo are powder coated carb return spring brackets, by-pass hose ((custom made from copper pipe) different than SII cars due to hose through intake) and by-pass hose brackets. Screw in hose fittings have also been cadmium plated no pictured.

Asking \$4,400 or Best Offer. Contact Paul Trout at pgtgt@aol.com with any questions or addition details. More photos available upon request.

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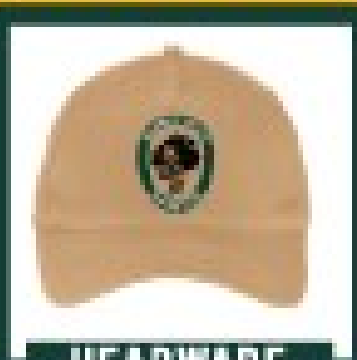


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DVJC MERCHANDISE FOR SALE

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.

My 60 Year Dream-Come-True Car

By: G. Alexander Cole

Common wisdom tells us “Don’t give up on your dreams, or your dreams will give up on you.” My dream started way back in 1958, on the first day of 10th grade in Upper Montclair, NJ. As I approached the bus stop, I noticed a jaw-dropping car parked on the side street where many NYC commuters parked. My eyes drank in every detail: creamy white with a black top and white leather interior, huge chrome headlights, wire wheels, long sloping front fenders that stretched back partly into the door openings—front opening “suicide” doors! Upon closer inspection, I noticed that it was right hand drive which I had never seen before. Surrounded by mostly “station cars” and unremarkable models, nothing could compare to this jewel.

After some sleuth work, I learned that the car I’d spotted by the bus stop was a 1938 SS Jaguar- Drop Head Coupe convertible. Almost every weekday, the car was there, just waiting for me to admire it. Between the chrome grill and those beautifully sloping fenders, I grew more infatuated by the day.

And then, in the fall of my senior year, I spotted a ‘For Sale’ sign in the driver’s side window. Breathless, I spent the whole day imagining how I could pull the money together to make the car mine.

But, when I told my parents about it, they didn’t exactly share my enthusiasm. I’d already had my driver’s license for four months and was dying to have my own car. My parents, on the other hand, didn’t want me to have any car, let alone a fancy car. I couldn’t have been more depressed. And yet, I was undeterred.

Over the next couple of weeks, I talked incessantly about the car until finally my father agreed to

accompany me to look at it. I called the telephone number, made the appointment, and could already see myself behind the wheel. The test drive went smoothly enough. Sure, the car needed a little work on the body and the leather was worn but it seemed to run satisfactorily. Whatever brief glimmer of hope I felt was short-lived. Even with pooling everything in my savings account from various summer jobs, snow shoveling, and my after-school paper route, the car was far beyond my price range. Just when I was so close to having my dream car, reality shook me awake.

As if I wasn’t miserable enough, I sensed my parents relief which made it feel even worse. Dejected, I wound up buying a 1952 Chevy coupe—a much more practical car that served me well for several years. In hindsight, I realize that my parents taught me a crucial life lesson: dreams don’t come true in the blink of an eye. Sometimes, you have to keep the dream alive and keep working towards it.

Fast forward sixty years. College, Army Reserves, marriage, mortgage, raising a family—years turned into decades. Children gave birth to grandchildren. My wonderful wife passed away after many years of a debilitating illness and, in the midst of the pandemic, after 55 years of a successful career in commercial banking and finance, I retired. The whole world felt different but that Jaguar dream car was still etched in my memory from the bus stop in Upper Montclair.

At first, I started looking around on the internet for a 1938 SS Jaguar Drop Head Coupe. ‘Just out of curiosity’, I told myself. But as the months went on, the search became more serious. Purportedly, only twenty SS Jaguar Drop Head Coupes have sur-



My 60 Year Dream-Come-True Car (continued)

vived in the world. Perhaps that number's not so surprising since only 278 were manufactured before the production was halted for the war. After 83 years, a 7% survival rate seems pretty impressive. Many of the surviving DHCs are overseas; I found five for sale in North America: California, Michigan, Texas, Connecticut, and New York. Unfortunately, each car either had mechanical problems, was only partially restored, or had been "modernized" so much that it was no longer a legitimate antique.



Finally, I found one that seemed to be fully restored and in excellent condition in St. Louis, MO. It seemed too good to be true. Despite the advice against flying during COVID, I masked up and flew out there to inspect it in person.

Once the plane touched down in St. Louis, I jumped in a cab and headed straight to the showroom—an amazing place with rows and rows of pristine antique cars. In one spot, I saw a beautifully restored 1931 Dussenberg Phaeton that had just sold for a cool million. But there, waiting for me, was the SS Jaguar, exactly as advertised: black with gray sides and a black head (convertible top), deep red leather seats. Right hand drive with semaphore turn signals. Every detail beautifully restored mechanically and aesthetically. 2.5 Litre 6 cylinder OHV engine with a 4 speed transmission that shifts with the left hand. It seats 5. I fell in love instantly.

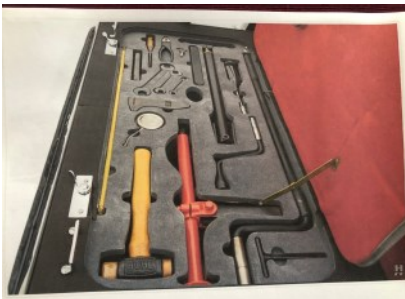
On the test drive, I was thrilled to see how well it performed: nice power, good gear shifting (a weakness for some other Jaguars), good turning and braking. My heart was pounding when we pulled back into the dealer's building. I spent the next hour pouring over the restoration records, studying the repair history, confirming it was the real deal. Then came the negotiation.

As a teenager, I wasn't in any position to negotiate. But more than five decades in corporate fi-

nance taught me the necessary patience. Four rounds of negotiations, knowing I had a plane to catch the whole time, and finally I'd whittled the price down to a level that felt reasonable. (Let's not talk about the fact that it was still more than 100 times what I could have bought it for back in 1960!) And so, after dreaming about that car for 60 years, I bought it and arranged the transport to my home in Drexel Hill, PA. My dream had come true! I boarded the return flight on cloud nine, my heart soaring

higher than the wings of the plane.

When the car was delivered, neighbors rushed over to ogle. Almost all had the same first question: "What is it?" They had never seen anything like it before. The paint job is superb; you can see your reflection from any angle. Then I raised the bonnet to show off the engine and lastly opened the boot to show the complete tool kit in the lid. They were all in awe. I could glimpse my teenage self in their amazed faces.



From the beginning of my search, my objective had always been to find a car that I could drive, not just keep locked up in the garage. Fulfilling that desire, I drive the car almost every day when the weather is decent (not raining or too cold). Just relatively short distances, though—no long trips. Many people honk their horns, give me a thumbs up, ask questions when I'm stopped at a traffic light, and especially in parking lots. I was even requested to chauffeur for a wedding as a surprise to the bride and groom—both car enthusiasts in their 30s—who were blown away. Each time I get to show the car off, I'm full of pride and gratitude. But nothing beats the sheer joy of driving it, knowing deep down: it's never too late to make your dreams come true.



My 60 Year Dream-Come-True Car (continued)

This article is reprinted from the March 2022 edition of The Jaguar's Purr. Alex's car is the DVJC calendar

car for June 2023 and is also on the cover of the 2023 calendar.



2023 Car Show Calendar

By: Kevin Fitzgerald

If you're looking for places to take your British car over the next few months, you've come to the right page. For the past few years, many car shows were cancelled or rescheduled due to COVID. This has all changed. In addition to the upcoming shows and events listed on our DVJC website, I've assembled the following list of over two dozen noteworthy car shows based on my own experience. It's always advisable to call ahead or visit the organization's website for details.

Many of you already know about **Cars & Coffee** events. In southeastern PA, the biggest one is in Bethlehem. It's massive, a real happening—at least 500 cars. It's held one Sunday a month April through September at the SteelStacks campus: The next one is May 21 (featuring all makes), followed by June 4 (featuring European makes), July 16 (featuring American muscle cars), August 27 (featuring Japanese cars), and September 17 (grand finale). Traditionally, European show cars and exotic cars are directed to park up front, near the pavilion. For more info, visit <https://www.steelstacks.org/carsandcoffee>. Many other localities in the tri-state area have their own Cars & Coffee events, but on a much smaller scale.

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

JUNE

June 3: Delaware Valley Jaguar Club Concours. Hope Lodge. 553 S. Bethlehem Pike, Ft. Washington, PA. <https://delvaljaguarclub.com>. Starting 8 am.

June 11: Hellertown British Car Show. 3400 Reservoir Rd, Hellertown, PA. Register early. 484-225-8619. Starting 8 am.

Date TBA: Newtown Car Show. Newtown, PA. Contact 570-269-2242. www.newtownba.org

June 24-25: Pagoda Hill Climb Race. Reading, PA. Sponsored by Blue Mountain Region, SCCA. 8 am-4 pm

June 25: 17th Annual NLS Cult Classic Car Show. Living Memorial Park, Coopersburg, PA, just off Rt 309 north of Quakertown. Awards given. <https://www.facebook.com/NLSCultClassic>. Starting 8 am.

JULY

July 2: Rebels vs Redcoats. Awards given to British, German, French, & American cars. Washington Crossing State Park, 1112 River Rd (Rte 29), PA. 215-493-4076. 10 am-3 pm.

July 15: Doylestown at Dusk Car & Motorcycle Show. Centered around Main & State Streets; live entertainment. Register online. <https://doylestownatdusk.com/2023-show>. 5-10 pm.

AUGUST

August 4-6: 60th Annual Das Awkscht Fescht. Macungie Memorial Park, Macungie, PA. Featured marque: Corvette. Flea market & live entertainment. 610-823-5033. Starting 8 am.

August 12-13: New Hope Auto Show Concours. *Be advised of changes: \$45 reg. fee & people's choice awards!* Make sure to bring umbrella for shade. 180 W. Bridge St, New Hope, PA (New Hope-Solebury High School). 215-862-5665. Starting 8 am.

August 19: 24th Annual "Under the Stars" Car Show. Perkasio Town Center, Perkasio, PA. To pre-register British cars, contact Melody at Roadtops & Roadsters at 215-257-1202. 4-8 pm.

August 19-20: Duryea Hill Climb Race. Pagoda at Reading, PA. 880-770-2055. Starting 8 am.

August 27: A Taste of Britain: 33rd Annual European & Classic Vehicle Show. Sponsor: Lanco MG Club. 70 Church St, Rothsville/Lititz, PA. 717-285-7379. Cars 10 am-5 pm. Polo match 2:30 pm.

SEPTEMBER

September 2: Duryea Days Car Show. Boyertown Memorial Park, Boyertown, PA. 610-367-2090. 8 am-3 pm.

September 8-10: Watkins Glen Vintage Grand Prix. Watkins Glen, NY. Featured marque: Corvette. <https://www.theglen.com/events/2023-hilliard-u-s-vintage-grand-prix>. 607-535-3003.

September 9: British Car Festival at Tinicum Park Polo Club. Sponsored by Jaguar Touring Club. 961 River Rd, Erwinna, PA. Contact JagLa

2023 Car Show Calendar (continued)

dy1012@gmail.com or 201-415-5239. Tailgate event; bring your own food. Starting 12 noon.

September 14-16: Seventh Annual Coatesville Invitational Grand Prix. Vintage car & motorcycle race down Lincoln Highway on Saturday starting 8:30 am. 2nd Ave, Coatesville, PA. 484-888-9626.

September 15-17: British Invasion XXXII. Largest British motorcar show in US. Stowe, Vt.

September 16: All-British Fall Car Show. Belanca Air Field Museum. 2 Center Point Blvd, New Castle, DE. Sponsored by British Car Club of Delaware. Featured marque: MG.

OCTOBER

October 6 (Friday): Hershey Eastern Fall Meet Car Show. AACA membership required to register car. Hershey Park, PA. Flea market & car corral Oct 3-6.

October 7: Brits at the Village Car Show. Sponsored by Phila MG Club. Judging by popular

vote. Peddlers Village, Rt 202, Lahaska, PA. 484-686-3305. Starting 8 am.

October 8 (tentative date): Wings & Wheels Car & Air Show. Watch biplanes take off & land on grass. Van Sant Airport, 516 Cafferty Rd, Erwinna, PA 18920. 610-847-1119.

October 15: Congregation Beth Or Car Show. 239 E. Welsh Rd, Maple Glen, PA. Free coffee & donuts. 215-646-5806. Starting 9 am.

October 15: Skippack International Car Show. Rts 73 & 113, Skippack, PA. 610-584-6004. Starting 8 am.

October 21: Twelfth Annual Flemington Speedway Car Show at the Fairgrounds. Automotive flea market. 1207 Rt 179, Lambertville, NJ, 10 minutes north of New Hope, PA. Starting 8 am.

Hope to see you at our Spring Fling!
Kevin Fitzgerald



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

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

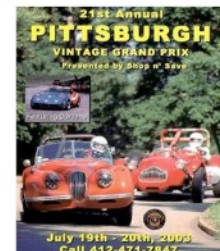
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The DVJC Library is now open!

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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There are two steps to subscribe to the electronic Jaguar Journal. The steps are

1. Create an account on the Zinio delivery system and
2. Register on JCNA.COM for an electronic subscription.

Create an account on Zinio

- Zinio uses e-mails to deliver content notifications and access to the Zinio system.
- On your browser visit <https://www.zinio.com>
- On the Zinio home screen click on the  icon in the upper right of the panel.
- Register your Zinio account on the popup panel. The userid is the email which you will be notified on new editions.

Register for an electronic subscription on JCNA.com

- Visit JCNA.COM using a browser and click on LOGIN (MUST BE CLUB OR JCNA MEMBER)
- Log in JCNA.COM using your JCNA Member number and JCNA.COM password.
(If you have forgotten your password use the Password Recovery option)
- Once logged into JCNA.COM, click on MEMBERS ONLY SECTION on the left.
- Click on JJ SUBSCRIPTION
- Use the SUBSCRIPTION TYPE pulldown to select Electronic Jag Journal
- Enter you Zinio account Email in the SUBSCRIPTION EMAIL box and enter this a second time in the CONFIRM EMAIL box.
Note: (JCNA does NOT need the Zinio Account Password).
- Click SAVE to update the information in JCNA.COM

Reading the Electronic Jaguar Journal

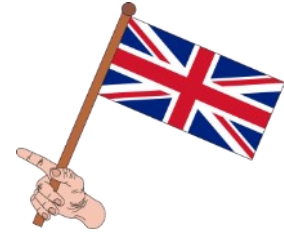
- When each Jaguar Journal edition is published on Zinio, subscribed members will receive an e-mail notification to their Zinio registered e-mail. A click on the link in the message will take you to WWW.ZINIO.COM
- Shortly after the Zinio notification a second email will be sent from JCNA with the current Member card and any white JJ flysheet content.
- Members can access Zinio from their browser and/or phone and can access all subscribed editions.

Unsubscribing from Electronic Jaguar Journal

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



DVJC Wants You!



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

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

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

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

How to submit a response

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



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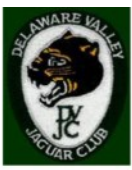


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Delaware Valley Jaguar Club

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 joining after July 1 \$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.

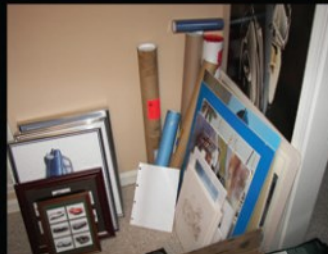


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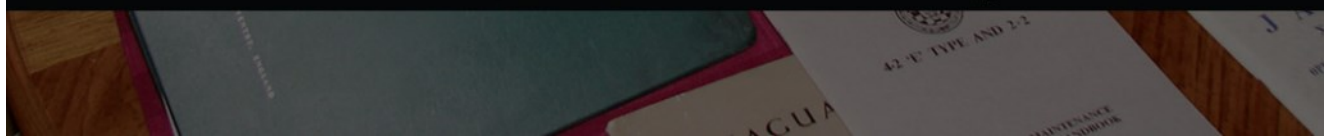
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