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# The Jaguar's Purr©

Is an official publication of

THE DELAWARE VALLEY JAGUAR CLUB

A chartered, non-profit corporation

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*August 2020*

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## DVJC Stays Active



In spite of the COVID-19 pandemic the Delaware Valley Jaguar Club is striving to stay active while maintaining social distancing and health guidelines. On July 18th the Jaguars at the Drive-In was held. This event started with a drive in meal at Webers in Pennsauken, NJ, followed by a drive-in movie at the Delsea Drive-In in Vineland, NJ. On August 1st DVJC members enjoyed a scenic Old Bridges and Farms of Chester County Tour. Seen above are the participants at the instruction meeting at the Valley Forge Casino. From here members traveled 48 miles over 14 bridges and various farms to a bring-your-own picnic lunch at West Whiteland Township Boot Road Park South. [Click here](#) to see the DVJC web site for upcoming events.

## DVJC Celebrating 55 Years!



**NOTICE**—You can still renew your membership in the Delaware Valley Jaguar Club. Payment can now 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 is shown here. DVJC members with current access should log in to the site as normal. On the Welcome screen scroll down to "Renew Subscription." Alternately you can click on the MEMBERS tab, select "My Membership Profile", and scroll down to "Renew Subscription." Detailed instructions will then be displayed. Members who opt for paying by check can submit payment using the membership form [by clicking here](#) or see pages 24 & 25..

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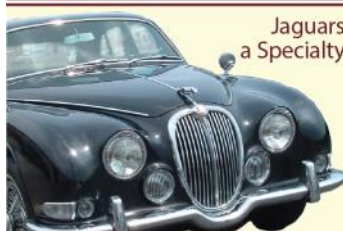
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# Upcoming DVJC Events

**August 30, 2020**

**Sunday Breakfast at Fort Washington State Park**

Fort Washington State Park Entrance

6250 Joshua Road, Fort Washington, PA

*[Click here](#) for more information or contact Tom Shaner at [directors@delvaljaguarclub.com](mailto:directors@delvaljaguarclub.com)*

**September 20, 2020**

**DVJC Breakfast Social on the Patio**

**Spring House Tavern, 1032 Bethlehem Pike,**

**Spring House, PA 19477**

**10:00 A.M.**

*RSVP required - seating is limited  
due to social distancing*

*For more information [click here](#) or contact*

*Paul Merluzzi [pawlym@aol.com](mailto:pawlym@aol.com)*

**October 17, 2020**

**America's British Reliability Run**

**Starting at the Yardley Inn, Yardley, PA**

Contact: <http://www.britishreliability.org/home-pa>

Or David opr Ruth Kane, [mdkane@comcast.net](mailto:mdkane@comcast.net) 484-883-9322

**October 23–25, 2020**

**Pumpkin Run Rally**

**Millsboro Volunteer Fire Co., Millsboro, DE**

Contact: Brian Craig, 215-483-5861 or [www.northeastrallyclub.com](http://www.northeastrallyclub.com)

**Rescheduled to  
September 28, 2021 to  
September 30, 2021**

**Jaguars at the Jersey Shore**

**Cape May and South New Jersey**

Contact: <https://delvaljaguarclub.com/> or Bill Beible at

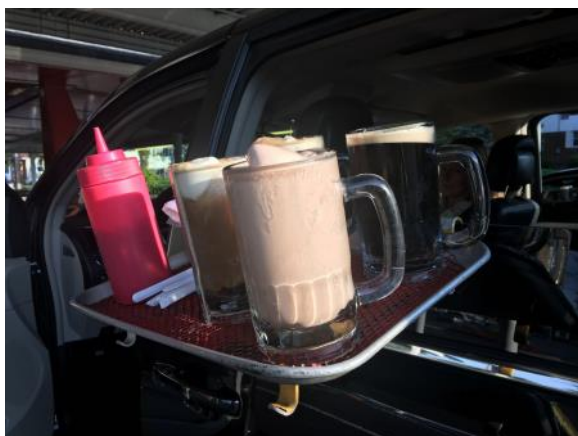
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## Your Monthly Bill *August 2020*

*It's summertime and the  
livin' is -- still different!*

Hopefully, you, your family and friends are well and have found a variety of ways to enjoy the summer. Throughout this time, club directors and several members have worked continuously to stay flexible and find creative ways for us to get together with each other and enjoy our cars. On July 18, about fifteen members of DVJC met at Weber's Drive-In in Pennsauken, NJ for car-side dinner service at a vintage root beer stand. Afterward, members drove five cars to the Delsea Drive-In in Vineland to watch *Palm Springs*. It was nice to see three of our New Jersey members as part of the group.



Continuing with our efforts to offer socially distant outdoor events, Leo Kob and Mike Wolf organized the Bridges and Barns Tour that 34 of us enjoyed on Saturday, August 1. The eighteen Jaguars were divided into three flights for the drive through rural Chester County where we passed through four historic covered bridges and viewed many beautiful 18<sup>th</sup> and 19<sup>th</sup> century homes and farms. We wrapped up the event with a BYO picnic under perfect skies at West Whiteland Township's Boot Road Park South (West Chester).

On Sunday August 30, a BYO outdoor breakfast is planned at Fort Washington State Park. This is another opportunity to drive your Jaguar and relax with your friends and welcome new members.

While disappointed, we felt it best to cancel this year's three-day, two-night "Jaguars at the Jersey Shore" event until 2021.

I encourage each of you to give us your ideas for interesting events and pitch in to help make them

happen.

Like nearly every other event, this year's [America's British Reliability Run](#) has been modified to conform to recommended health practices. The normal three-day format has been changed to a single day drive. This presents a wonderful opportunity for DVJC members to "test drive" this fun, fund-raising event. This year, all proceeds will be donated to the Pediatric Orthopedic Division of Shriners Hospitals for Children. In 2019, individual participants and sponsoring clubs raised and donated over \$40,000 to the Burn Division. As we do each year, our club provided a \$500 sponsorship donation and the seven participating DVJC member teams all made meaningful contributions through their own generosity and money they raised through their individual efforts.

This year, the shortened route will cover about seventy-five miles along both sides of the Delaware River beginning at the Yardley Inn on Saturday October 17. This is not a competitive rally! The route includes a hill climb, lunch at a winery and concludes at America on Wheels in Allentown. The only requirement is you must use a British car. It can be brand new although most participants drive older models.



Participation is limited to 30 cars or 60 participants. Check the ABRR website for registration information. I strongly encourage you to give it a try! Nancy and I have already registered again this year and look forward to a great day.

At the third quarter Executive Committee Meeting on July 14, the producer, director and lead actor Jay Greene and Alan Brown volunteered to make additional videos along the lines of "Champion Class Concours Judging" that was produced in the spring. Some of the ideas are similar judging videos for additional models as well as informative topics such as the evolution of the XK 120, 140 and 150 series and the progressive refinements to the X100 series. Please let me or any of the other EC members know of your interest in starring, along with your car, in videos of this type.

In the interest of getting to know each other better and share the fun you are having, each member is invited to contribute to **The Jaguar's Purr®**. Choice of topics is wide open – so long as they are appropriate - and could include photos and a paragraph of recent outings or trips, your experience with repairs and restoration projects (including the good, the bad and the ugly), special skills or experience that you're willing to share with others or a general introduction of yourself and co-member to the rest of the club. For example, Jay Greene included a story entitled "The Joys of Restoring an Old Rust Bucket." In that same issue, Tony Tinari, a relatively recent new member, contributed "Old Building, Old Car, Old Guy" about the admirers who came out of the woodwork when he and his wife, Mary Alice, used their XK-150 DHC to do errands on a pleasant spring Sunday. Email your photos and writeup to Brian Craig (bhc166@aol.com).

Mike Tate's family and friends said their final "goodbyes" on Saturday July 25. The funeral service was just as Mike would have liked it with the

right mix of solemnity and humor. Gary and his older brother, Russ, both spoke at the service along with several other relatives. The service was live streamed which gave many of his friends and relatives around the world in such places as the UK, Australia and Michigan the opportunity to be "part of the service." Many people remarked about Mike's perennially positive outlook and Gary coached us in the proper pronunciation of "I have nevah, evah been bettah."

Mike's presence was felt during the Bridges and Barns drive on Saturday. As Nancy and I passed Woodbridge Place near Phoenixville, I told her that there was something special about it but couldn't quite figure out what it was. Gary, Julie, Suzanne and Mo were sitting there waiting to move Mo into the facility when they saw the parade of Jaguars. Suzanne contacted Paul Merluzzi who confirmed that it was DVJC. Ironically, the route was changed at the last minute on Thursday due to a detour on another road. Otherwise, we would not have gone this way.

As so many of us do, I feel blessed to have had him as a friend. Mike, you will always be remembered. Rest in peace.

Just a reminder, as a DVJC member, you can advertise for free on the JCNA website and Facebook page.



'Hope to see you soon!

## What Ignited Your Interest in the Jaguar Marque?

By Bill Beible



Our high school parking lot was populated by a few Triumphs, MG's, a Healey or two and an abundant menagerie of American cars and trucks – the good, the bad and, definitely, the ugly. Then, during my junior year of high school, my friend pulled into the parking lot driving a silver 1964 Mark 2. Thus began my fascination with Jaguars. Like so many, I was captivated by the E Type. Regardless, I went down the GM/muscle car route until a serendipitous move to Baltimore, MD reignited my desire to own one of these fine automobiles. The servicing dealer for my Cadillac also sold Jaguars. Every time I was there, I found myself "window shopping" the LWB X308's. The dealer "helped me terminate my lease early" and I purchased a 1998 V8 Vanden Plas. Several months later, I found myself driving the Jag to work on beautiful summer days while I left my Corvette convertible at home sitting in the driveway. Needless to say, they are two dramatically different cars, but I had more fun in the VDP – so I sold the Corvette, almost without hesitation. My long (and enjoyable) muscle car experience had come to an end and I advanced to driving and appreciating some of the finest automobiles on the road.



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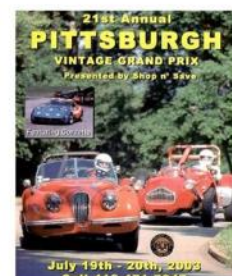
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## Speaking of Things Jaguar - August 2020

By Paul Trout

### Value, Worth, and Price

Recently I had an email forwarded to me that had arrived to the club via the web site. The email was from a local Jaguar owner who is not a member of DVJC. He indicated that he has a low mileage 1997 XK8 convertible. For reasons of chronic non-use, he wanted to sell it. He contacted us because he had no idea the value of the car or what price to ask. "What is my car worth?" of course was the underlining question. That question could easily be applied to any car from a Vermont winter "Beater" to a 1962 Ferrari GTO with the simple answer of "whatever someone else is willing to pay to own it." Well, maybe it's a bit more complicated than that.

So, I think, while there is some relationship between value, worth and price, they are not entirely synonymous, particularly when we are talking about cars and car guys (I consider that to be a unisex term as "car gal" seems more demeaning than considering women who are car enthusiasts to be car guys like us. Feel free to weigh in ladies). In the generic, without car guy emotional influence, Webster offers the following guidance:

Value = the monetary worth of something; Market Price

Worth= 1. monetary value

2. the value of something measured by its qualities or by the esteem in which it is held

Price= the amount of money given or set as consideration for the sale of a specific thing.

As you can see Value and Worth, by using each other in the primary definition, indicate they are relatively synonymous. Value as "Market Price" shows a greater relationship to Price. Definition number two of Worth is where that "Car Guy" emotional attachment comes into play. Both Value and Worth play an important role in establishing Price, while that esteem thing often gets in the way of setting a realistic price and, on the other side, can influence a buyer to pay a price greater than the value or worth.

How does all of this apply to a 1997 Jaguar XK8 convertible with fewer than 20k miles on it? In oh so many ways....

The owner was looking for some help in establishing the value of his car in order to establish a selling price. There were a couple of comments about the car that indicated that the esteem (as used in Worth definition #2) he had for his car might potentially cause him to feel the monetary value might exceed the actual market price. Obviously a 1997 all original Jaguar XK8 with fewer than 20k miles on the clock might have an appeal; or not. "All original" can sometimes be a bit tricky. During my lengthy search for my XK8 I came across a 2000 XK8 with 12k miles on it. The seller, who was not the owner, touted the originality of the car down to the original tires. Twenty year old tires are not a selling point and do not increase the value of twenty year old Jaguar. They are dangerous and will need to be replaced unless the car is destined for a museum. The other point of great esteem with the seller, of course, was the low mileage. A twenty year old XK8 with 12k miles was obviously not driven very much. One thing I have learned about these cars is that they develop more problems when they sit than when they are driven regularly: a fact that I must keep reminding myself regularly. These cats need exercise. So, was this car driven 12k miles in the first two years and parked in a garage for 18 years or was it driven an average of 600 miles a year. If there are no service records to indicate its level of exercise over a twenty year period, the risk of the low mileage may outweigh the value. From my perspective an XK8 with somewhere between 30k and 50k miles is in the mileage value sweet spot; low, but enough to indicate regular exercise.

Back to the 1997 XK8 with 19+k miles on it. With few details other than it was a beautiful car, had won First Prize in the Jaguar class at a British car show, and he was selling it because he had put only 200 miles on it since purchasing it in or around 2018, and wanted it to go to someone that would drive and show it more, I decided to take up the challenge and see what was out there.

There are a number of places on the Internet to find cars for sale. In terms of collector cars such as the XK8, one might go to Hemmings or eBay Motors or even Cars.com. You will surely find a good number of XK8s at these and other sites. However, in terms of what your car might be worth, you only see the asking price; not the selling price. During my lengthy search for my XK8 the majority of cars on these sites were there for lengthy periods of time. In fact many of them are still there, which means that they either haven't sold or they were sold and the ads weren't removed. If they were sold, the selling price is not available. Most of my



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## Speaking of Things Jaguar - August 2020 (cont'd.)

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inquiries on long term ads have shown that the cars are still for sale because the seller, basing his price on the inflated price of other non-selling cars he sees on line, thinks that he can get his price if he holds out long enough. My “Go-To-Place” for seeing what collector cars are actually selling for is Bring a Trailer (bringatrailer.com) AKA BaT. Why? Because you get to see what the cars actually sell for. That is the reality of Market Price.

Let me digress a bit here and tell you about BaT. Bring a Trailer was formed in 2007 by Randy Nonnenberg and Gentry Underwood. After years of scanning the web searching for cool cars for sale they decided to establish a web site where people could post ads for cool cars that were for sale on other web sites. Along with the web site they also established the Bring a Trailer Daily Mail. Initially the Daily Mail put an email with a featured ad in your mailbox every morning. I was still working at that time and the BaT Daily Mail was the first thing I looked at when I got to my office in the morning. Now it's what I look forward to after dinner. As BaT's popularity increased Randy and Gentry decided in 2010 to monetize their hobby and establish BaT Exclusive sales. For a small fee one could post your classic, exotic or race car for sale on BaT as long as it was not advertised anywhere else. I actually sold my MGB-GT race car as a BaT exclusive. In 2014 BaT moved their business model from fixed price sales advertising to exclusively on-line auction sales. Their business has grown exponentially since. In 2014, BaT listed 450 cars for an average sale price of \$21,000 and a sale rate of 72%. In 2018 it listed 7,718 auctions with an average sale price of \$28,000 and the sale rate was 74%. Last year BaT sold over \$230M in cool cars. At any given point this year there might be as many as 200 auctions in progress. There are generally a few Jaguars among them. This week there are six, a MkII, two E-Types, an XJ-SC, an XK150 DHC, and an XK8. BaT's popularity has grown to the point that they only accept about 40% of the cars submitted for auction. Today a BaT Daily Mail lists, with a photo, all of the auctions that are closing that day and all of the new auctions starting that day. The illustration below is from Saturday August 1<sup>st</sup> and it shows there are 55 new auctions starting on that day. Bring a Trailer is THE collector car market place today.



11:06

[All Inboxes](#)

### Bring a Trailer Daily Mail

**BRING A TRAILER**

Today on BaT: Saturday, August 1, 2020

55 new auctions now open:

400-Powered 1967 Pontiac Firebird Convertible

How does BaT work? For the basic service, sellers pay a \$99 listing fee, with the option to add “Plus Photo Service” for an additional \$250. “Plus Photo Service” provides a professional photographer to take up to 300+ photos of your car for the ad. BaT has a staff of professional writers who take your information and produce very appealing content for the ad. There are no other seller fees on BaT. There are other higher levels of listing for very high end cars. Buyers pay a 5% fee to BaT on top of the final sale price, with a minimum of \$250, and capped at \$5000. The seller can set a reserve (minimum selling price) or can offer the car at no reserve which tends to attract more bidders. Higher risk, but often higher reward.

So, for the 1997 XK8 owner I did a quick search of the BaT archives for recent XK8 sales and found:

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## Speaking of Things Jaguar - August 2020 (cont'd.)

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A 1997 with 68k miles that sold for \$8,000  
A 1997 with 41k miles that sold for \$13,000  
A 1997 with 103k miles that sold for \$9,500  
A 1998 with 34k miles that sold for \$8600  
A 1998 with 55k miles that sold for \$10,300

If you take out the 103k mileage car, the average selling price was \$9,975. If you leave it in the mix the average drops to \$9.880, still a "just under \$10k" car.

While I was researching, I discovered that there was an auction in progress on a 1998 XK8 convertible with 20k miles on it. The car was actually located in King of Prussia. The auction was ending in 30 minutes and the current high bid was \$11,750. So, I decided to watch the rest of the auction as it was happening. Typically the bidding gets quite spirited in the last few minutes. If a bid is placed in the last two minutes, the bidding is extended two more minutes. The auction is not over until there have been two full minutes without another bid. After seven days on the block, it really comes down to the last two minutes and the extensions. The bidding is live in a text box where comments and questions from bidders, the seller and onlookers are mixed in. Watching live can be quite entertaining; a bit like watching a sporting event. Perhaps I've been COVID-19 sheltered in place way too long...



This 1998 XK8 convertible on auction was a quite nice example, Anthracite over Ivory with a black top. It was a two owner car that had spent its entire life in Pennsylvania with the second owner only putting 225 miles on it since 2018. When I tuned in the high bid was \$11,750 placed by "TheDonBoy" at 3:48pm. At 4:13 "msp1153" upped the bidding to \$12,000. It had already been established that the selling dealer, Motor Cars of the Main Line, could not answer any questions regarding tensioner replacement because they had no service records other than the CarFax. "TheDonBoy" seemed a bit concerned about the tensioner issue and was getting input from a number of non-bidders. At 4:18 he responded with a \$12,250 bid. Within a minute "james59310" jumped in showing \$12,500. Seconds later "msp1153" fired back with \$13,000. Three minutes had ticked by before "1967tricarb" joined the battle with a \$13,250 bid. In

that same minute "TheDonBoy" upped it to \$13,500. The minute hand had only clicked once before "msp1153" was back with \$13,750. Out of nowhere within that same minute came "5of6" pushing the bidding to \$14,000. It was now 4:22pm. Things were quiet for almost all of two minutes when "TheDonBoy" was back shouting \$14,250. Waiting until there were just 10 seconds left, "5of6" entered a "not so fast there" response of \$14,500. At this point I was rooting for "TheDonBoy" since he had been in the battle from the start and seemed to really want this car. As the clock ticked silently for almost two minutes it looked like "5of6" had come in as a dark horse and taken the prize. I was sitting there talking to my laptop saying "Come on "TheDonBoy"! This is yours! "5of6" is done!" As I watched the clock count down I thought he had lost it, but at 4:27pm "TheDonBoy" fired back with \$14,750! The clock ran out quietly for a very long two minutes and at 4:29pm "TheDonBoy" was declared the winner! Yesss!! "TheDonBoy" was in there from the time I tuned in and now the car was going to be his. Pretty exciting stuff, huh?

So, now I had a couple of things to report to the owner of that 1997 XK8 convertible that he wants to sell because he doesn't drive because he is afraid to put mileage on it. First, a similar car to his just sold on BaT for \$14,750. That's almost \$5k more than the average. Secondly and, perhaps more important, there are four guys out there who want a car like his and are willing to pay at least 12-15k for it. However, I prefaced all of that valuable information by suggesting that he Join DVJC and start driving and enjoying his Jaguar. Since I never heard back from him I have no idea what he decided to do. I keep looking for a very nice 1997 XK8 convertible to show up on BaT so that I can enjoy the last few minutes of an exciting auction again.

As I have been writing this ramble, a very interesting Jaguar showed up on BaT. As you may remember, I spent quite a while searching for a fairly specific XK8 convertible in the rare color of Seafrost. To push the needle further down in the stack it had to be a 2003/4 4.2 model. I found the car I was looking for in North Carolina, had it delivered at the start of the COVID-19 pandemic and have been enjoying it ever since. One of our members recently alerted me to a Seafrost XK8 convertible that was listed in the JCNA website classified ads. This was a 2000 XK8 convertible in Seafrost with 2,396 miles on it. Less than 2400 miles in twenty years! Wow, that car sat a lot. Most likely it will need all of its hoses, and there are a lot of them, replaced because they don't thrive with lack of use. The tires, while full of tread, are too old to be safe. It doesn't have enough miles on it to be concerned about the timing chain tensioners yet, but you never know. Sitting for an extended period of time that plastic can dry out and crack. But it is a uniquely low mileage example with the potential, with some investment, to be a concours winning car.

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## Speaking of Things Jaguar - August 2020 (cont'd.)

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The car was listed on May 28, 2020 and located in Colorado as part of an estate with an asking price of \$22,500. The photo showed a very nice looking Jaguar. Well, that same car is now in an active, no reserve, auction on BaT. The dealer selling the car indicates that he purchased it from an estate in June 2020. I suspect he paid a bit less than \$22,500. The BaT listing offers quite a bit more information than what was in the JCNA ad, plus 107 photographs. The car was listed on BaT Friday July 31<sup>st</sup> and the auction ends Friday August 7<sup>th</sup> at 4:11pm. The first bid of \$1,959 showed up two hours after it was listed. An hour later it was at \$10,000. Twenty-four hours after it was listed, it was at \$14,300 and climbing with six days to go. I suspect the dealer who bought it from the estate will make a nice profit. Interestingly, none of the bidders from the 1998 King of Prussia convertible have shown up yet. Either they all found XK8s elsewhere or they are lurking about waiting until about 3:45pm on Friday.....

**Enjoy Your Jaguar!**  
**Paul T**

### **The Green Shower Follow-up**

After my article on the "Dreaded Green Shower" was published in the June edition of the Purr, I received a number of emails from members with XK8/XKR convertibles suggesting I try to work a DVJC package deal with Marvin Johnson, the "Jaguar Green Shower Repair Guy". I am pleased to announce that Marvin has extended a discount offer to DVJC members as outlined below. At this time the offer is exclusive to DVJC members, but will also be extended to other Jaguar clubs in the near future. I received the following from Marvin and, as of this writing, I know of three members who have already taken advantage of his offer:

My name is Marvin Johnson and I own Jaguar Top Repair. I am the "Jaguar Green Shower" repair guy mentioned in Paul Trout's Purr article titled "The Dreaded Green Shower". If you are the owner of an XK8, XKR or XK Jaguar convertible you will, at one point or another, deal with the dreaded Jaguar Green Shower. In my

case, it was multiple times with dealers and repair shops. Who you hire to do this difficult repair is what matters. Jag Dealers and Import Repair Shops have been known to charge between \$4,000 - \$18,000 just for the hose replacement, and their repairs are made using the same OEM Jaguar hoses that have been known to fail. Even worse, these repair service agreements often include replacing pumps at \$5000 or latch plates at \$2500. In most cases replacing the pump or latch plate is not needed. I have replaced only 2 pumps and 1 latch plate in 12 years and over 250 Jaguar Green Shower repairs.

Three unfortunate realities:

The repair can be more expensive than the value of some cars.

The "repair shop" is often billing for repairs not needed.

Repair shops are using the same "DEALER PRICED" OEM hoses from Jaguar to repair your car, meaning you may have this problem again.

Here's the Good News: you have an alternative that is reasonable and reliable.

My MAX repair is \$3500. That includes changing all 6 hoses with KEVLAR hoses, 2 RAMS, and 1 Locking mechanism. All of my repairs are performed in your garage or driveway and completed in one day. I arrive at your house in the morning and your top is repaired before I leave that day.

**I am making an EXCLUSIVE OFFER at this time to ALL Delaware Valley Jaguar Club members. ALL Jaguar Convertible Top Hose repairs booked by Delaware Valley Jaguar Club members before August 31 will receive a 10% discount. Repairs booked after August 31 will receive a 5% discount.**

### **Standard Price List Before Discount**

- **Pump to Latch Hoses Only - \$1750**
- **All 6 Hoses - \$2500**
- **All 6 hoses Two Rams and Locking Mechanism - \$3500**

**All prices are Inclusive of parts, travel expenses and a 2 year Warranty on Labor/Rams and a 5-year Warranty on Hoses.**

Repairs do not have to be performed before August 31 but must be booked. All bookings require a flexible service date and a \$500 non-refundable deposit at the time of booking. This non-refundable deposit covers parts and expenses for travel and is applied to the service price.



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## Speaking of Things Jaguar - August 2020 (cont'd.)

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Please initiate your booking by calling me at 888-317-9340 and identifying yourself as a member of the Delaware Valley Jaguar Club.

For more information, please visit my many websites. Here are two:

<http://www.jaguartoprepair.com>


<http://www.thegreenshowerexperts.com>.

My Youtube channel is Jaguar Top Repair or click here <https://www.youtube.com/channel/UCK8acPJeNj2GcMfIMhi-ajw>

If you have any questions please feel free to contact me. My direct phone number is 888-317-9340.

I look forward to providing my service to members of the Delaware Valley Jaguar Club.

Marvin Johnson



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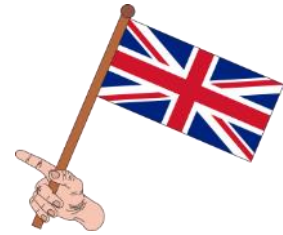
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## DVJC Wants You!



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 120 members, there's no doubt our members have a few stories to tell.

To kick things off, our first question to members is:

### ***What ignited your interest in the Jaguar marque?***

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

How to submit a response

- Send an email or Microsoft Word file to Brian Craig, editor of the Purr, to [bhc166@aol.com](mailto:bhc166@aol.com).
- All responses will be published in the Purr. Please note that due to production and mailing costs, the number of responses available in the print version may be limited. As a reminder, the current month's issue of the Purr is always available on the website at <https://delvaljaguareclub.com>

To get the literary juices flowing, here are a few responses from members that share your passion with the Jaguar marque. We look forward to hearing your story.

See Bill Beible's story on page 6, Jim Sjoreen's tale on page 15, and Jay Greene's report on page 16.



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# What Ignited Your Interest in the Jaguar Marque?

By Jim Sjoreen

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For me, the Jaguar “bug” started early and was most likely the result of several influences.

## **Influence #1: Big Brother**

Growing up, the southwest side of Chicago was definitely not a hot bed of sports cars from overseas. In fact, I don’t recall seeing any imports other than Uncle Harold’s Toyopet Corona. It was my older brother that introduced me to cars of the world when he would occasionally bring home a copy of Road & Track, the first car magazine I ever laid eyes on.



## **Influence #2: Corgi Diecast Cars**

Corgi cars became an obsession and with few exceptions, most of my small collection represented cars from Europe with a distinct bias towards Great Britain. What made them desirable also made them hard to get.....I had to save and scrounge for weeks (and sweet talk my grandmother living above us) in order to finance the next

purchase. Little did I know that the saving and scrounging for cars would come into play many times later in life.



## **Influence #3: Monogram 1/8 Scale Model**

It was for my 10<sup>th</sup> birthday that my dad bought this model....for me....at least I thought it was for me at the time. He was clearly just as captivated by the car as I was and as it sat there on a card table in the living room during its construction, the hook was set. We spent many hours trimming and filing parts to ensure each piece fit as it should with no visible glue residue (so that’s what tooth picks are for!). Suffice it to say that when the windshield cracked during installation, it was time to “step away from the table.” Almost 55 years later, a few pieces have been lost but the memories remain as does the passion for Jaguars.

Jim Sjoreen  
1967 Series I E Type OTS

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# What Ignited Your Interest in the Jaguar Marque?

By Jay Greene

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I have always had an interest in cars, and also boats and planes. When I was young, I had HO scale slot cars, the fastest being a British TVR. I built and flew model planes too. Of course, the best was a U-control Ultramarine Spitfire, famed for dominating the Battle of Britain. I put about a million miles on my minibike and I practiced shifting through the 3 gears of our tractor when not cutting the grass. It wasn't designed for it, but I could dream.

My first car was a 1969 Chevelle Malibu. I liked the blue paint and convertible top, but I did not like the automatic transmission and drum brakes. From 70 mph, you could get it to slow to about 30 mph, but the brakes faded so badly that you could not actually bring it to a stop!

This brings me to my second car, a 1973 MG-B. It was also a convertible, but it turned out to be a very useful car. I was doing house painting at the time and I could carry a 22 ft extension ladder in the car (with the top down). I carried a set of tools with me to keep it going. That way I was never stranded. I would dream of the Triumph TR6 because it had a more powerful 6 cylinder. Even better would be a triple carbureted Jaguar XKE or an Aston Martin DB-anything.

I actually stumbled onto the first Jaguar that I now own. I was looking for a project car and had considered a C3 Corvette, Mercedes Benz SL450 or BMW 845. I had never owned a Jaguar before, but I was prepared for the Lucas world of darkness from the years of maintaining my MGB. I have been to numerous car shows and always liked the looks of the XJS. While I might have preferred a running example of the later I-6 version, I fell in love with the abandoned and abused V-12 XJS Cabriolet that I now own. Open top and twelve cylinders!

I was going to need all my skills and some new ones to bring this car back from the brink. I have repaired most of the rust in preparation for paint. I have repaired the drive train systems so it runs well enough to drive it a few miles. I look forward to enjoying the smooth acceleration, comfort and style of this personal GT car and to show my Jaguar friends the progress I have made.

Speaking of Jaguar friends, it was the camaraderie of this group that influenced me to replace my 2007 BMW 750i with a Jaguar XJ-8 Vanden Plas. I find this luxury sedan is superior to the



1987 XJS-C (cabriolet) in Nimbus White

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## USING MEMBER FORUMS by Tom Shaner

During this time of confinement, if you find something interesting to our fellow car club members, you can share it on our website through the use of MEMBER FORUMS. Here are the steps to post information, pictures or even videos.

1. Logon to the DVJC website.
2. At the top of the menu bar on the far right choose Member Forums.
3. Now click on **DVJC Connect** on the left side of the screen..
4. You will see a list of viewing topics for you to peruse at the top. Below that, is a section called **Create New Topic**. You may click and select any topic from the top to find out more on that topic and you can then respond to that topic at that point. **OR** if you don't select one you can make your *new* topic for people to respond to.
5. Now make a Title (up to 80 Characters) that accurately describes your subject.
6. In the large section below place text information with any JPEG files or links to movie clips (You Tube videos). **\*\*Use the instructions below for more info on images and video\*\***
7. Topic Tags are for people who are searching for information. When you place descriptive info in this box about your post, it will help users to find that specific information.
8. "Notify me" check box (when checked) will give you an email reply when people respond to your post. Check this **only** if you want a reply to your posts.
9. Lastly, after you have entered all your info, you need to enter **SUBMIT**. Your post will now be listed with the other posts at the bottom for other DVJC users to see, use and react to. Check back regularly to see new and interesting posts from other DVJC members.

**Note:** After viewing one post and you want to go back to the full list, look to the top of the page and find **DVJC Connect** and click on that (it's small text).

---

### \*\*\*Posting pictures and video's \*\*\*

1. Pictures need to be in a certain format to be displayed in the forum properly. They can't be stored on the DVJC website as is due to space requirements. Here is a short list from which pictures can be **displayed directly on the screen** in the forum. Facebook, Flickr, Giphy, Hulu, Instagram, Photobucket, Tumblr, Twitter, Vimeo and YouTube.
2. Make sure the link is shareable or on the above list (Ex. Flickr), then copy the link (Ctrl C).  
Ex. With a dropbox link, right click the mouse and scroll down to Share section and copy the dropbox link. (It works with Google drive or OneDrive too.)
3. Now go to the forum box and Ctrl V (paste the link). The image will now appear in the forum box if from the short list, otherwise a link forms.

This doesn't mean you can't display your JPEG pictures, you just will have a link to the cloud (ex. Dropbox) that needs to be clicked on to see the picture. This is an example using the free Dropbox program.

This process works for YouTube videos too.

After you have pressed SUBMIT, the link will work for your picture. Anytime it is pressed the picture will appear. **After viewing the posted picture**, to go back to read more of the forum, use the *back arrow*. You are back at the forum screen.

**Hope this website technology brings more of our club members together in this time of distancing themselves from each other.**

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## 1997 XK8 Convertible

82,000 miles. Vehicle has been parked for some time and the battery is currently an issue. There were no known issues with the car. It is not known if the timing chain tensioner has been changed. The car is believed to be in very good condition. All offers will be entertained.

Contact Mary HJerbert, [iveroml@verizon.net](mailto:iveroml@verizon.net), 301-809-0718 or 410-533-0651 (leave message)



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Contact Ken. [kenruocco40@gmail.com](mailto:kenruocco40@gmail.com) or 609 439 8640



## Red 1990 XJS Jaguar Convertible

Garage kept. Body in excellent condition except convertible top. Interior in good condition. 65,000 miles. Runs. May need repairs. \$12,500.

Contact Ellen Boyer, [ellen.a.boyer@gmail.com](mailto:ellen.a.boyer@gmail.com) 570-592-5763



## JAGUAR 1996 XJS

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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 \$25.00 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:** \_\_\_\_\_

Full Members – New and renewal (Dues for new members joining after October 31 applied to the following year.)	\$65.00
<b><u>New</u></b> Members joining between July 1 and October 31	\$45.00
Youth Enthusiast	\$25.00

Mail to: Ann Perry, PO Box 163, Mendenhall, PA 19357

[illegible]

Full Name:	<input type="text"/>	<input type="text"/>	<input type="text"/>
	<i>Last</i>	<i>First</i>	<i>M.I.</i>
Address:	<input type="text"/>		<input type="text"/>
	<i>Street Address</i>		<i>Apartment/Unit #</i>
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THE JAGUAR'S PURR BY THE DELAWARE  
VALLEY JAGUAR CLUB

Editor : Pauline and Brian Craig  
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