
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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September 2020

DVJC Stays Active Yet Again



Tom Shaner and Mike Wolf coordinated a DVJC Breakfast Social at Fort Washington State Park on Sunday morning, August 30th. The spectacular weather brought out 16 Jaguars, a Ferrari, a vintage Mustang, and a Cadillac transporting 27 DVJC members and one guest to an open air picnic area where participants could socially distance while sharing coffee, breakfast, and mostly car related conversation. A sample of the participating Jaguars can be seen above with the picnic area in the background.

DVJC Celebrating 55 Years!



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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 37 & 38..

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Upcoming DVJC Events

September 20, 2020

10:00 A.M.

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

**DVJC Breakfast Social on the Patio
Spring House Tavern, 1032 Bethlehem Pike,
Spring House, PA 19477**

*For more information [click here](#) or contact
Paul Merluzzi pawlym@aol.com*

**October 17, 2020
(This event is sold out!)**

**America's British Reliability Run
Starting at the Yardley Inn, Yardley, PA**

*Contact: <http://www.britishreliability.org/home-pa>
Or David or Ruth Kane, RNDKANE@COMCAST.NET 484-883-9322*

October 24, 2020

**Duplicate America's British Reliability Run
Starting at the Yardley Inn, Yardley, PA**

*Contact: <http://www.britishreliability.org/home-pa>
Or David or Ruth Kane, RNDKANE@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

**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
bill.beible@gmail.com*



Your Monthly Bill *September 2020*

**“All the News
That’s Fit to Print”**

.....and you get a break from all the breathtaking, continuous campaign advertising and “punditry.” This edition of front-page news includes a short debrief on the recent virtual JCNA Annual General Meeting, planning for the biannual DVJC officer and director election, the 2020 ABRR and Jaguar Land Rover’s current situation.

Jim Sjoreen and I participated in the virtual AGM on Saturday August 22. Well over seventy people were on the call from the U.S., Canada and Mexico. Current JCNA by laws do not recognize virtual/online meetings for conducting official business. Five amendments to the bylaws were proposed and approved to authorize virtual meetings in the future. The votes are considered “provisional” meaning that JCNA will operate according to the outcome of those votes and formally ratify them at the next in person meeting – whenever that is. Votes on several other amendments and Concours rule changes were tabled for further evaluation and votes at a future meeting.

Considerable time was spent reviewing JCNA’s current financial situation and discussing actions necessary to sustain the North American organization’s long-term viability. So that there is no confusion, JCNA is NOT in dire straits! However, some course corrections need to be made.

- Several significant cost reductions have been identified. Some have already been implemented and others will take effect in 2021.
- Electronic publishing of Jaguar Journal has been evaluated on a preliminary basis. Moving to this format provides obvious printing and mailing cost savings. Online

versions of the Journal would be available for sale on the JCNA website to non-members. JCNA could also realize revenue from sales of locally printed “hard copies” at traditional newsstands and from sales of online advertising. Plus, a big intangible benefit is wider promotion of JCNA and its local clubs throughout North America. A decision will follow a more in-depth evaluation over the course of the next six to nine months

- Overall, JCNA membership dropped precipitously from 2019 to 2020. The 20% decline is far more severe than the recent historical 3% annual rate. The single biggest lever for bolstering financial strength is returning to previous membership counts. (DVJC is doing better than many JCNA clubs as we have come close to maintaining our 2019 levels.)
- The JCNA board of directors approved a dues increase, then postponed its effective date to 2022.

You can view the [financial presentation on the JCNA website.](#)



Fred Hammond, JLR Liaison to JCNA, provided an update on the current state of affairs at the company. The fallout from the virus has affected sales and operations throughout the business around the world. JLR lost \$1.5 billion in the most recent fiscal quarter. The corporate office at Mahwah is essentially closed because only a few people are allowed in the building at any one time. As you would expect, there have been employee furloughs.

Your Monthly Bill *September 2020 (continued)*

Fred told us that the U.S. market carried JLR throughout 2019 as their Chinese market suffered from the (relative) contraction in that economy, the U.K. was struggling through Brexit and the VW diesel emissions scandal hit Europe where Jaguar normally sells a substantial number of cars equipped with those engines. He reported that the “rumors of JLR’s demise are greatly exaggerated” and the company has sufficient liquidity to continue operations. JLR has secured a \$720 million loan from a Chinese bank after turning down loan guarantees from the British government because they contained terms unacceptable to JLR. Specifically, JLR would have been required to eliminate all gasoline and diesel-powered vehicles from its lineup. Fred did say that both Jaguar and Land Rover expect to offer an increasing mix of electric and hybrid automobiles in the future. Vehicle development is continuing in the UK and the new, all electric XJ will most likely be introduced in the first quarter of 2021.

DVJC Local News

Election Central – Catch 22

According to our bylaws, bi-annual election of officers and directors must take place no later than December of this year. While we hope it is wrong, our working assumption is that we will not be able to hold timely “in person” elections because of continuing indoor dining restrictions. Existing DVJC bylaws do not include “remote voting” and procedures for amending the bylaws also require “face to face” votes. The board has discussed our options and believes it is preferable to conduct the elections according to regular timing than to delay the vote until in person meetings can once again occur. Next month, proposed procedures for nominations and elections will be posted. In the meantime, if anyone has objections to this general approach, please voice them now. When we can, once again, conduct an in-person vote, amendments to accommodate situations like this will be presented for a membership vote.

Breakfast



Twenty-seven members and one guest enjoyed the BYO Breakfast at Fort Washington State Park on August 30. Thanks to Tom Shaner and Mike Wolf for the idea for this event and providing ideal weather, coffee, donuts and juice. Other visitors to the park were treated to an informal car show with sixteen Jaguars, a Cadillac, a Ferrari and a first-generation Mustang gracing the parking lot.

Plan now to close out our summer’s events at the Monthly Breakfast at the Spring House Tavern on Sunday September 20. Tom Shaner has made arrangements to eat on their outdoor patio and has reserved gorgeous weather for that morning.

Even though fall officially begins on September 22, there is still a lot of good weather for outdoor events. There are a few ideas for an October event which we aim to finalize soon. Please let Tom, Mike or me know of ideas you have or if you are willing to organize or host an event. As colder weather approaches, options for outdoor events dwindle along with the temperature. The best outcome is, of course, the ability to, once again, have indoor events. Rest assured, the executive committee is actively working to generate ideas for a variety of enjoyable events that can be conducted with appropriate safety accommodations in mind while anticipating a return to normalcy.

British Reliability Run – 2020

The [2020 ABRR](#) was revised to a one-day program so this fun, fund-raising event could take place while respecting Covid-19 health considerations. Participation was limited to thirty cars/sixty people and the event was quickly oversold. The ABRR steering committee has scheduled a duplicate event the following Sat-

Your Monthly Bill *September 2020 (continued)*

urday, October 24 for the eight cars that couldn't be accommodated and additional teams who are interested.

Four teams from DVJC are entered on October 17:

Paul and Irena Merluzzi
Bob and Marcia Hunter
Mike and Susan Wolf
Bill and Nancy Beible

The Orthopedic Division of Shriners' Hospitals for Children is the beneficiary for all charitable donations this year. I encourage you to do two things.

- First, consider your own participation and

register on the ABRR website for the October 24 event. The single day format is a great way to "test drive" this annual event while raising money for the kids.

- Second, thoughtfully consider a donation to Shriners Hospitals or to one or more of the teams. Team donation pages and instructions for direct contributions to Shriners Hospitals are on the ABRR website.

Best wishes for an enjoyable Labor Day holiday and active September.

Bill

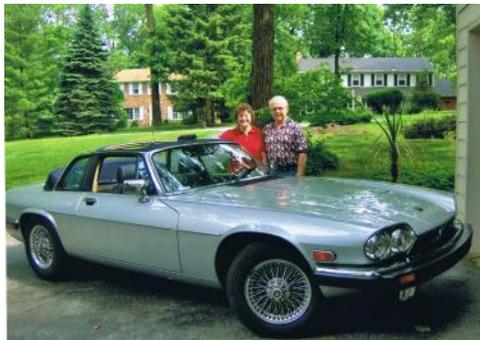
What Ignited Your Interest in the Jaguar Marque?

By Chuck Kitson

My first introduction to a Jaguar occurred in early 1969 when a fellow OCS candidate at Ft. Belvoir, Virginia arrived in the regiment parking area driving an XKE coupe. Not being a car enthusiast, I had no clue but I liked the design, especially the long sleek hood. It was a real head turner (ok gearheads I now know the correct term is bonnet). My Army comrade took me for a spin in his XKE and offered to let me take the wheel. Unfortunately, I had to decline not knowing how to drive a car with three pedals. (That's right gearheads, I still do not know how to use a stick shift either on the column or floor).

Nineteen years later in 1988, I was reintroduced to Jaguar by a business associate when he asked me to accompany him to visit a Jag dealership. While my associate was checking out the sedans, I spotted on the showroom floor a two door sporty looking Jag with a long sleek hood (bonnet), a real head turner, with a removable roof. My associate referred to it as a Hog and to this day I don't get the connection.

Two weeks later my wife purchased (that's right gearheads my Jag's title is in her name) that 1988 XJSC- V12



(C for Cabriolet...the only way to go topless) Jaguar. The Cabriolet was introduced in 1983 to meet the demand for a soft-top version with two Targa panels and a fold down soft-top that can be exchanged with a hard-top. The Cabriolet was discontinued in 1988 after the introduction of the convertible model. A total of 5,013 Cabriolets were manufactured of which 1,150 were six-cylinders and 3,863 V12s. POI a 1987 Cabriolet was Princess Diana's personal car specially fitted with two rear seats for young princes William and Harry.

I'm in my 32nd year of ownership and after the 4th or 5th year my appreciation went dormant and now looking back it was probably because my surroundings did not include gearheads, motor heads or car enthusiasts. That all changed in 2016 after joining the DVJC and observing how much its members appreciate the challenges of Jaguar ownership...\$restoring, \$preserving, \$maintaining, \$roadside mechanical repairing, \$long distance towing, \$procuring original parts including screws, nuts, bolts, clamps, fasteners and DIY \$manufacturing of parts that no longer exist. I appreciate my XJSC- V12 challenges, I enjoy the pleasures it gives me to drive and the good feelings I have when it turns heads.



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Speaking of Things Jaguar - September 2020

By Paul Trout

Finally, A Jaguar Kind of Day!

As we are now more than half a year into the COVID-19 pandemic the weight of the effects on all of us continues to grow in various ways. The resilience and resolve of each of us are what will keep us safe and get us to the other side. I must admit that lately I increasingly seem to fall short in both categories. The initial energetic enthusiasm to take advantage of the time at home to catch up on things eventually developed a bit of a leak and has significantly deflated. As we moved into the dog days of summer it has started to get too warm to work in the garage by late morning. I'm sure I'm not alone in letting this get me down from time to time. I miss the pre-pandemic world. The shattering reality that many of the things we've taken for granted for so long may not be coming back and if they do they may be quite different. Like so many of our DVJC members, I miss my Jaguar friends. Every morning, and they are all pretty much the same, the words on the side of my mug "55 Years of Jaguar Friends" remind ME that an important part of my life is presently missing; connection with my DVJC friends. Phone calls, texts, emails and Zooming help, but they just fall short. It's often been said that it is the cars that bring us together but it's the people that keep us together. The phone calls, texts, emails and Zooms, to

some small degree, provide the people connection, but it's just not the same without the cars. We're a Jaguar club and we are Jaguar people.



So as Sue and I motored into the Valley Forge Casino parking lot Saturday morning August 1st that old "It's going to be a Jaguar kind of day" smile returned to my face and my spirit. Jaguar infused tunnel vision took over my lizard brain. They were everywhere!



Many were familiar; some were not, including mine. This was the first DVJC outing for my XK8 convertible that I had purchased what feels like years ago in March as the pandemic was just ramping up. Sue headed over to join her "Ladies Table" friends knowing I would be bouncing like a ping pong ball from Jaguar to Jaguar getting what I had been

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

missing....live car talk in the presence of the cars. Regardless how the rest of the day turned out; it was already a Jaguar kind of day! While I recognized many of the cars, it was not quite the same with the people. I now fully understand how the bandits of the old west so easily avoided recognition. A side effect of the masks that protect us is that momentary lack of recognition of the top half of the face. Luckily it's a one-time thing.

In a moment of Jaguar fueled euphoria and lapse in judgment, I agreed to be a leader for one of the Jaguar groups. I suspect that request won't be coming again soon. On the third turn of the route we went the wrong way taking a car or two with us. From that point on we were leading from behind. That was not without its advantages in terms of sights and sounds. For a period we were behind a blue F-Type SVR.



My senses were filled with wide shapely hips, fat tires and a symphony of five liters pumping my kind of music out of four pipes; the awesome sound of Jaguar power. A bit later we spent some time behind Greg Morrison's black XJR-S. The XJR-S is essentially the F-Type

SVR of nineties. The XJR-S from the rear, with its unique wing and four pipes, offers a couple of subtle reminders that this is a rare cat. The sound originating in the V-12 and exiting the pipes is more of a sonata; more in keeping with its vintage.



Once I caught up with the main group, Mike Wolf's White E-Type coupe was a few cars up from us. Up hills and down, left bends and rights, all providing a view that was a constant reminder that an E-Type coupe is just drop dead gorgeous from any angle.



There is little else, in my mind, that compares to driving your Jaguar in the midst of other cats.

At the halfway restroomless rest stop at the Yellow Springs General Store the scene was a bit different from the large parking area where we started. Jaguars

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

filled the small parking area parked randomly at various angles.



It was a bit like how we would gather on the parking lot of the Springhouse Tavern prior to going in to breakfast. Remember those Sunday mornings? Boy do I miss them..... Anyway, there were Jaguar people milling about admiring each other's cars, laughing about missed turns and sharing a Jaguar kind of day. One car caught my eye that I hadn't noticed up to that point. It was a white modern S-Type. The modern S-Type has always been a bit of a head turner for me.



By that time we were getting ready to head back out on the road, so I didn't get a chance to meet the owner. While my suggestion of a Le Mans start from the parking area fell on deaf ears, the return to the road was a bit less organized than when we left Valley Forge. Any semblance of groups and leaders was lost and we toured as a couple of large columns of Jaguars, much to the

delight of the many people who waved to us from their front yards. You could just feel the envy.....

Social distancing was the order of the moment as we prepared to share each other's company with a picnic lunch. This is where the reality of our present times seeped back in. Socializing over lunch at an appropriate social distance does have its challenges. Conversation is fairly limited to your nearest neighbor. To my pleasant surprise our nearest neighbors were the owners of that white S-Type; Richard and Jacqueline Kunin. Their 2003 4.2 S-Type is a recent acquisition and is Richard's daily driver. What a great car for a daily driver.

As I mentioned before, I have admired the S-Type from the time it was introduced in 1999. The first time I saw one was during a business trip in the UK. A colleague of mine, who knew me to be a British car guy, suggested we take a drive to the local Jaguar dealer who had one of those, as he put it, "Retro Sedans." We did and I was a bit smitten. More reminiscent of the Mk II of the sixties than the original S-Type, the styling was just what Jaguar needed at the time. With the Goeff Lawson design and Jaguar power and handling, the Sport saloon was reborn.

While those BMW folks like to suggest they started the concept of the sport sedan with their 2002 model; it was really Jaguar who started it with the Mk II. Jaguar Mk IIs were winning motor-sports championships long before the 2002tii hit the Autobahn.

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



Back in 2003 when Sue was looking for something to replace her Jeep Grand Cherokee, she decided she wanted a Jaguar. She too was smitten with the S-Type, but coming off of a string of Jeeps, all-wheel drive was important to her. After driving an X-Type and being repeatedly told by the beleaguered Jaguar salesmen that Jaguar had no plans to offer the S-Type with all-wheel drive, she opted for the X-Type. Seventeen years on, she still loves and admires her X-Type, but whenever we see an S-Type she relates the “if only it had been offered with all-wheel drive.....”

Back last year as I was looking for the elusive “Chameleon Unicorn” (a term my friend Max Sandler coined as I kept wavering from one rare color to another) XK8 convertible and the search wasn’t going well, I started looking at S-Type Rs. With its 4.2 liter supercharged engine and sport suspension it was, upon introduction, one of the fastest sport sedans in the world. If I wasn’t able to find the convertible I wanted; that would surely do.

Work on a new executive model to

compete with the Mercedes E-Class and the BMW 5 series began in the spring of 1995. The new compact saloon was code named X200. Although it was to be built on Ford’s new rear wheel drive platform, Jaguar engineers had considerable input. I’m told the driving experience of driving the Lincoln LS and the modern Thunderbird which both share the same platform with the S-Type, serves to show how much influence Jaguar had in making it a much superior car. The target was to develop a third car line that was immediately recognizable as a Jaguar in a market they had not been in since the Mk II. They wanted to avoid falling into the Mercedes and BMW trap of just building the same design in different sizes. While the styling was left to the Jaguar team led by Goeff Lawson, Ford was lobbying heavily to have a retro design with classic Jaguar lines, much like the X100 sports car that was also in the works at that time.



As it was with the design development of the XK8, five full size clay models were built based upon stylist sketches. While all had the very traditional looking three box (bonnet, roof, boot) design, there were distinct variations

in the front or nose treatment. In the photo above you can see three examples that were ultimately discarded. One has a nose similar to the XK8, another looks a bit like a contemporary Lincoln and the third is definitely too Mercedes influenced. The final design was unmistakably a Jaguar with the famed MK II inspired oval grill and boot treatment.



Naming it was another challenge. Consistency has never been a long term factor in Jaguar naming conventions, XL as a continuation of the XJ and XK lines was fortunately rejected as was Mk III after a 30 year gap. Seemingly out of nowhere came S-Type and it stuck even though it too had already been used some 30 years ago.

Initially introduced in 1999 with three engine choices, 2.5 liter V-6 (UK only), 3.0 liter V-6 and 4.0 liter V-8, the styling wasn't universally embraced, but the performance was. The March 1999 issue of *Autocar* suggested "*The S-Type's charm takes a while to sink in, and initially it can seem a touch*

underwhelming in light of the superficially more innovative designs of some rivals." However in *Autocar's* test report they were quite positive about the performance stating "*It would be hard to come away anything but impressed by the scale style of the S-Type's performance. In Isolation, it feels as fast as anything in the class, and in terms of refinement its soothing but characteristic 4.0 liter V-8 is arguably unrivaled.*"

Prior to the S-Type, Jaguar had used the same basic suspension system since the introduction of the E-Type. The S-Type got a clean sheet computer designed suspension system that presented excellent handling on the road. It was described by *Autocar* "*as providing a wonderful sense of being planted foursquare on the road. As calm as it is composed.*"

Inside there is plenty of wood and leather to remind driver and passengers that they are in something special; a Jaguar.



With retro styling that shouts classic Jaguar, superb handling and unrivaled power, how was the S-Type received in the showroom? Much like the Mk

II some forty years earlier, the S-Type significantly boosted Jaguar sales by appealing to the sport sedan market wedged between the XK8 and the XJ8. 1999 and 2000 each saw over 53,000 S-Type Jaguars produced, out pacing the XK8 and XJ8 combined by more than two to one. Production numbers took a hit in 2001 with the introduction of the X-Type and continued to taper down until 2007 when only 11,000 were produced. Introduction of the 4.2 liter V-8 and the hot S-Type R in 2002 flattened that descent a bit and a face lift including revised grill and taillight treatment in 2004 had a similar effect. Production ended with the 2007 model at a total of 290,500.



As with other Jaguars from the same era, the modern S-Type is still a bargain for sport sedan and Jaguar enthusiast. Low mileage V-8 and R models can be found for under \$15k with V-6s considerably less. I think a nice Jaguar Racing Green S-Type R would certainly compliment the XK8, XKR and X-Type in our stable. Oh so many cars; so little time and not enough space.....

A Jaguar Kind of Zoom at Ragtops & Roadsters

We all met at 7 pm on Tuesday August 25th in front of the historic Ragtops & Roadsters building in Perkasio, PA. Actually Dave Hutchinson was in front of the building, we, all 41 of us, were in many other places sitting in front of our favorite Zooming devices; computers, iPads, smart phones, etc. A bunch of car guys hanging out with the lucky guys who work in a first class restoration shop, virtually of course. Through the magic of ZOOM I saw there were several DVJC members present as well as a couple from the Nation's Capital Club and one or two from New York. Despite the personal health guidelines that are keeping us all apart, car guys continue to find ways to satisfy our collective passions.

Kudos to Dave for putting together a "Jaguar Kind of Evening" with plenty of great examples of our favorite Marque to admire and learn a few things about. Any skepticism about whether the ZOOM format was going to create a satisfying experience quickly evaporated as Dave described the first car lined up in front of the building; a 1938 SS100 with a rare bronze Westlake cylinder head and plenty of UK competition history. Even those with Lucas computers were getting a clear view of a very early Jaguar. As Dave moved down the line, next up was a very nice 1952

XK120 Coupe with such a great patina. To me it just said, "Don't restore me, just make me drivable again." It'll make a great driver with those classic lines and that beautiful wind-screen ridge line blending into the roof. Beside the XK120 Coupe was a very nice 1967 E-Type OTS 4.2, a model that Dave described as being in the "Sweet Spot" for E-Types; 1965-67. Back up the street was a 1960 Jaguar Mk IX that has been in the same family from new. It had a very nice patina inside and out. Then Dave walked down the street a bit to a couple of "modern" Jaguars. He explained that they consider cars from 1980 on to be modern. If you think about it that makes sense as 1980 is about the half way marker on the continuum of Jaguar history up to the present day. I guess you have to draw the line somewhere. Anyway, next up was an XJS from New York and a very nice (as indicated earlier I have a soft spot for them) 2007 S-Type with only 30k miles on the clock. Dave used the S-Type to explain that Ragtops & Roadsters, aside from servicing and restoring classic Jaguars and other Marques, also services "modern" Jaguars. He noted that they have experience in a couple of the banes of the XK8/XKRs; replacing the timing chain tensioners and the top hydraulics. Based upon the quality of the work I've seen come out of his shop, you certainly can trust Ragtops and Roadsters with major and minor repairs on your XK8, XKR, XJS, XJ, and S-Type Jaguars.

We then moved into the main level of the building to have a look at the cars there. Along with a fine looking Lotus Elite, an Alfa Spyder and a Triumph Italia were a pair of 1969 E-Types with quite a bit in common with each other. Both cars had 26k miles on the clock and were in the same families since new. The light blue over tan OTS was very nicely complimented by the darker blue coupe next to it. On the same side of the shop was a 1960 Mercedes Benz 190 SL that the owner wanted converted to an automatic gearbox. As Dave indicated, this is no small task that was accomplished by dropping a 1993 MB 190E engine and automatic transmission into the engine bay and mating everything up with the thirty three year earlier technology in the rest of the car. On the other side of the main floor as we walked past a very nicely detailed 3.8 XK engine we were treated to a 1955 MG TF that was about to be shipped to Hawaii. Dave stressed the importance of making sure everything was right on the car since returning it would present a bit of a challenge. Nearby sat a 1981 Fiat 2000 Spyder and a classic Morgan 4/4. The main floor of Rag Tops & Roadsters with the old wood floors and preserved architecture of the building that dates from the 1920s is a perfect setting to display such an eclectic collection of magnificent classic automobiles. Every time I have been there I have just wanted to savor the atmosphere and be envious of those who get to spend their days there.

After a short video about their sister shop Pollock Auto Restoration we moved downstairs to the works shop. At first glance the shop could be a time warp image of the day when any of the cars there were new. The cars on the lower level are those with work in progress. Among them were a 1949 Triumph 2000 with two rear jump seats and a fold-down rear windscreen, a 1967 Rolls Royce, a Daimler sp250, a “pull handle” MGB, a TR6 that had been sitting for 15 years and a Triumph Spitfire 1500 that was being prepped for a trip across the US. I suspect it is not going to be a “Cannonball Run”. There were also 48 cylinders worth of Series III E-Type. One in particular stood out with its covered headlights, ala Series I, and Euro-spec bumpers. Before you rush off and order the German made Series III headlight covers be advised there is some serious bonnet cutting involved in the installation. The Euro-spec bumpers are a simpler task by yards. Master technician Bill Dietrich took some time to talk about the beauty, smooth power and complexity of the mighty Jaguar V-12. The V-12 is indeed smooth and full of torque. I don't know of any other car I've driven that delivers so much power as smoothly as the V-12. They like to have their revs kept above 2000 rpm or they tend to build up carbon on the flat bottom heads. The result creates the need for an “Italian Tune-up”. One of the V-12s was in the shop to have the extensive collateral damage repaired from having a timing chain

tensioner break, reinforcing the V-12 reputation of being “wallet drainers”. Taking off the heads alone requires the removal of 100 nuts or bolts. I remember once back in the day admiring a V-12 under the bonnet of a Series III with a friend and remarking that you could throw a bucket of water on it and nary a drop would hit the ground. That's a lot of engine under that bonnet.

After talking about the Series III Jaguars, Dave and Bill opened the session up for questions and answers. In answering one about the approach to cars that have been sitting for a lengthy period of time, Dave explained that to just get a car road worthy they primarily chase Fuel, Hydraulics and Rubber. That pretty much covers it. Another question dealt with how often one should start up a car in storage. Bill explained that it is way better to drive the car for twenty minutes or so than just to start it, but either way at least twice a month.

And so ended perhaps the best virtual experience I've had since the start of the pandemic. Thank you so much Dave for putting this together. We all needed it and I'm sure that the other DVJC members who attended enjoyed it as much as I did.

Enjoy Your Jaguar!

Paul T

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Malvern, Oslo, and the Jaguar I-Pace

By Paul Merluzzi

Patience please! I promise to link the seemingly disparate parts of the title of this article in short order.

Certainly, we are all familiar with the quaint borough of Malvern, PA. Back in the 80's I would likely have referred to it as a "Yuppie Village". Malvern has been named among the best places to live in Pennsylvania, according to a new list from Niche.com. My lovely wife, Irena, and I have contributed to the Malvern economy; she by frequenting the boutique clothing, jewelry, craft shops, and (of course) the Scoops and Smiles Ice Cream Shop and I by keeping my Jags healthy with visits to Ralph Steinberg at Cloverleaf Auto Service. We both enjoy the diverse selection of restaurants.

Malvern is also the home of Momentum Dynamics, a company that is developing new technology for wirelessly charging electric vehicles through the use of inductive charge pads placed upon and beneath road surfaces, enabling fast, hands-off charging. Mr. Andrew Daga, a former NASA architect, is the chief executive of Momentum Dynamics which he co-founded in 2009. More from him later.

Oslo, the very green capital of Norway, will showcase the Jaguar I-Pace in a wireless taxi network – the first of its kind in a metropolitan area. Jaguar Land Rover will provide 25 of its electric I-Pace models to Oslo's ElectriCity program, in what likely will be the world's first fleet of wireless taxis. The Nordic taxi operator Carbonline; Norway's Fortum Recharge (a supplier of charging stations), and Momentum Dynamics will cooperate to deliver the necessary infrastructure for the vehicles. The I-Pace has been designed to be compatible with Momentum Dynamics' wireless charging technology. Norwegian taxis will soon be able to recharge (up to 50 kilowatts in less than eight minutes) on special Momentum Dynamics pads embedded under the road - wirelessly charging while they wait for a fare without the need for cables, unattractive charge boxes, or physical connections. They can receive multiple charges throughout the day so their vehicles can remain in service around the clock with no range restrictions.

At current power levels, likely to increase significantly in the next few years, 15 minutes of charging on the Oslo pads will add 50 miles to the cars' range. With frequent but brief stops during the day, the cars will rarely be fully charged but should always be charged enough. "That's the big idea," Mr. Daga said. "You don't need to fill a battery to 100 percent or even 80 percent. You just need to add another 20 percent from wherever you start and you just frequently recharge. It's a concept referred to as grazing rather than guzzling — a partial charge here followed by another partial charge somewhere else and at the end of the

day, you can stay in business 24/7," he continued. "Convenience is a factor, but efficiency is the point."

Ancillary benefits are substantial, too. They include eliminating conventional charge points, which hog sidewalk space, and extending life for batteries and system components that, thanks to being underground, won't be exposed to the elements. And because of their convenient locations and short-burst charging, there will be less downtime, music to the ears of fleet owners and taxi drivers alike. Autonomous vehicles — cars with no drivers — working urban and suburban routes will be particularly well suited to wireless, touchless charging systems, Mr. Daga contended. He said, "There's a big choice to be made. Fifteen years from now, if you are walking down 42nd Street outside of Grand Central and you can either have filled that street full of 6-foot-tall D.C. chargers with big hoses to plug in. Or it will have all been put underground and made invisible."

The partnership with Oslo ElectriCity is the latest effort in Jaguar Land Rover's strategy to achieve zero emissions, zero accidents and zero congestion by the end of this decade. Norway has mandated that all new cars sold in the country have zero emissions by 2025, as part of a broader national initiative to become carbon neutral by 2030. "We're extremely proud of our track record in electrification and we're committed to making electric vehicles easier to own and use," Sir Ralf Speth, Jaguar Land Rover CEO, said in a statement. "The taxi industry is the ideal test bed for wireless charging, and indeed for high-mileage electric mobility across the board."

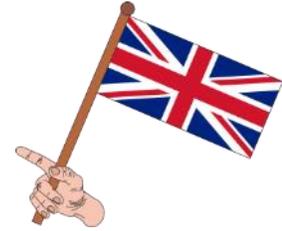


Mr. Andrew Daga, a former NASA architect, is the chief executive of Momentum Dynamics which he co-founded in 2009.

Extracted from an article in the New York Times, August 13, 2020 by Jamie Lincoln Kitman



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.
- 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://delvaljaguarclub.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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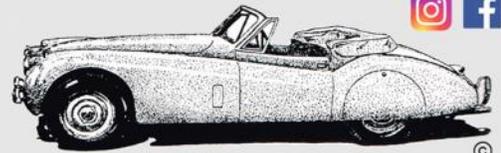
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What Ignited Your Interest in the Jaguar Marque?

By Tony Tinari

A Jaguar Journey, or “Herding Cats”

The family business into which I was born was all about greenhouse growing of indoor plants. Think farming under glass. So, I was introduced at an early age to all sorts of agricultural implements, especially those that were mobile. I learned to drive on a '52 Ford 8N farm tractor once my feet could reach the pedals. A little later, with the benefit of an actual driver's license, I had weekend use of a Chevy Apache 10 Panel Delivery truck emblazoned with “Tinari Greenhouses” on each side. A real babe magnet. Anyway, that arrangement continued until I was permitted to purchase my first car for the princely sum of \$275, a well-worn '61 Impala bubbletop. The kind that is showing up resto-mod at Mecum and Barrett-Jackson for ridiculous money these days. I drove the living daylights out of it, then gave it to my sister when I left for college.

GM muscle notwithstanding, already my head had been turned by the British and Italian roadsters which could be seen cruising the back roads in Bucks and Montgomery counties on nice weekends: MGs, Triumphs, Austin-Healeys, Alfas, Fiat Spiders, perhaps a Ferrari now and then, and of course the infrequently seen and astonishingly beautiful E Type Jaguar. Didn't we all want one of those someday?

Fast forward through college, law school, clerkship, law firm, into corporate life, and through a Camaro, VW Rabbit Diesel, Chrysler GTS Turbo, couple of Nissan Maxima (in that order), to arrive at a nice promotion in 1999 with my favorite corporate perk of all time: the executive car lease program. Jaguar had just introduced the revived S Type

for the 2000 model year which recalled the beautiful Mark 2 lines from the 1960's. They had me with the coachwork. I went through two of those, before returning to a succession of more reliable BMW 5 Series sedans. But I resolved that one day I would own another Jag, maybe vintage next time.

Liberated from corporate life in 2017, and finally with a bit more time outside of my consulting practice to mess with things automotive, I acquired a few diversions of the British sort. Locally, I first found a '95 XJS 4.0L 6 Cyl. convertible, Sapphire Blue with Dove Gray Interior. While beautiful and road-worthy, it was not meant to be a long-term relationship. In hindsight, I now realize I had purchased the figurative “gateway drug” to more vintage Jags.

Then last year, while traveling in Beijing, China of all places, I was up late/early in my hotel room with some serious jet lag. While surfing Hemmings online in the hope of falling asleep, I happened upon a '70 E Type Series 2 FHC, Regency Red with Biscuit Interior. Exactly the car I lusted after in my aforementioned youth. In great shape. In the right colors. It was kismet. I started emailing with an agent in St. Louis, who knew all the minutiae of the vehicle. Turns out, it was his personal car. Suffice to say, a few weeks and a few dollars later it was rolling off a covered transport and onto my driveway.

Any sane person would have called it a day at this point. Not I. While learning more about the Jaguar sports car lineage, I became fascinated by the classic XK's. Their looks, performance for their time, and illustrious racing history all beckoned. Back to browsing Hemmings on-line, indeed a dangerous pastime for me. A Silver '58 XK 150 DHC with red

What Ignited Your Interest in the Jaguar Marque?

A Jaguar Journey, or “Herding Cats” (continued)

Connolly leather interior captivated me, an older yet well-preserved restoration with interesting provenance, now listed by an east coast broker familiar to me. Story is they acquired it in the 2020 pandemic-depressed spring auctions from a private collection in Texas, which was being culled to make room for higher end stuff.

Until seeing this example, I would have preferred the 120's and 140's with their sleek sculpted low profile doors, split windcreens and jaunty race inspired cockpits with walnut burl. However, once I drove this classy GT drophead, I was smitten. It's a time capsule on wheels. But despite the quintessential British quirks of the controls and the eccentric Moss gearbox, it is actually one of the most comfortable and engaging rides I have ever known.

To make matters better/worse (depending upon how I looked at it) the broker had another client interested in

my '95 XJS. Haggling began, and continued, and continued, resulting finally in the trade of my XJS (plus more dough of course) for the XK 150. To summarize the transaction in terms of Jag generations, I replaced my example of the model that replaced the E Type with an example of the model that the E Type replaced. Got that? Whew.

So where to from here since this is, after all, about the journey and not the destination? Well first, I am humbled by how much I have yet to learn about the care and feeding of these cats. In that regard I am hoping to channel my enthusiasm and aptitude for motorized things learned in those early days working in the family business. As important, however, I hope to absorb some of the knowledge and expertise that resides among the DVJC membership on these classics. Yes, that, and I really need to stop visiting the Hemmings website.



Short-Term Relationship-1995 XJS



Bucket List Car-1970 Series 2 E Type FHC



English Class-1958 XK 150 DHC



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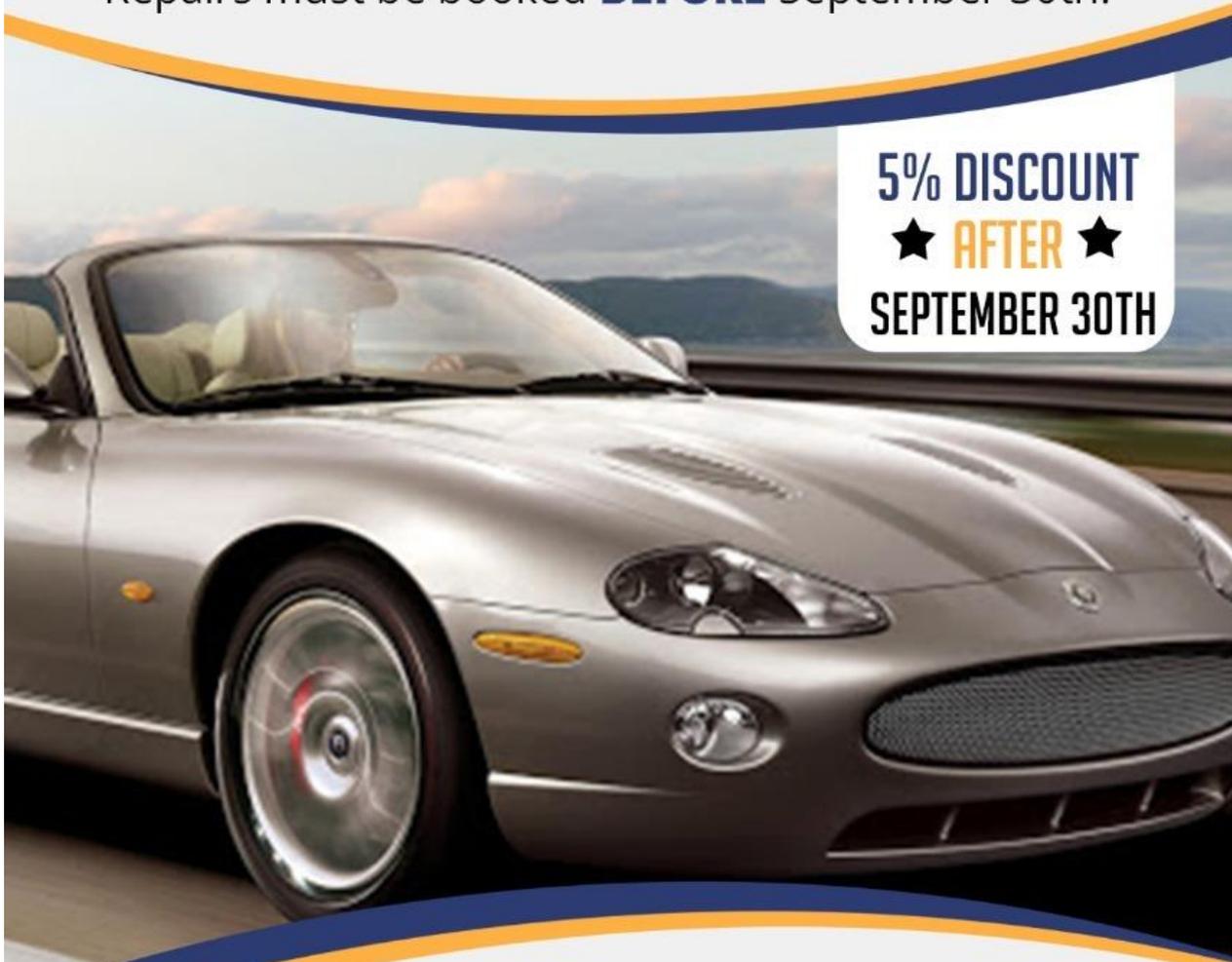
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A Tale of Jaguar Quest

By Ed Petrow



As a young man about ten, I began what was later to become a life-long affair with automobiles, particularly those of a sporting nature. My infatuation with Jaguars probably began

when I was given a 1/8-scale model car kit of an XKE coupe as a Christmas gift. Already an experienced kit model car builder, I remember hastily assembling the Monogram plastic kit using as little glue as possible just so I could admire the beauty of the design and the amazing details of the engine, interior and complex suspension. For reasons that now escape me, I apparently decided it should be white so I disassembled it, painted the plastic body pieces and carefully reassembled the kit paying particular attention to the engine bay and suspension. I even remember adding tiny ignition wires and maybe fuel hoses, etc. to make the kit even more realistic. This was probably my first foray into automobile restoration. I must have decided I really didn't care for the car in white so the beautiful model XKE coupe fell into neglect and I never bought a white car.

Following many, *MANY* automobile purchases and projects over the ensuing decades mostly endorsed and sometimes even supported by my fellow auto-enthusiast wife Carol, we finally decided it was time to step up our vintage car game with something we could drive comfortably



and safely on longer trips to scenic locales and on vintage car rallies. Perhaps as an unconscious consequence of my earliest experiences with Jaguar E-Types as a kid, we decided a Series III XKE OTS would fit the bill nicely. So finally after years of looking nationwide and taking advantage of my work that required traveling to our nations' outstanding University Research facilities, I finally found the ideal candidate. It required only "some" mechanical work and was remarkably rust free, recently repainted with a new interior and actually drove pretty well. Everything actually worked, even the A/C and electricals! Well, as is a common story with any Series III XKE, I soon found out that all mechanical and electrical systems were either neglected, previously repaired incorrectly or ineptly. Within a month of delivery, everything

under the bonnet came apart in my shop. After two years, all of the suspension, drive train and most mechanical systems have finally been expertly rebuilt and

or improved by yours truly with some specialized assistance from Ralph and Art at Cloverleaf. Demonstration of the completeness and thoroughness of this work



was evidenced by our completing about 1300 trouble-free miles crossing the Continental Divide several times in New Mexico, Utah and Colorado during the 2018 Copperstate 1000 hosted by Rich and Jean Taylor. The car is now 100% reliable and we are confident driving it anywhere as long as the sun is shining. But I'll leave the details of this colorful tale of this XKE Series III restoration for another day.

Fast forward to a few years prior to our joining the DVJC after meeting Bill and Nancy Beible and other DVJC members on the 2019 British Reliability Run. Even before the XKE was reliable and street worthy, we realized we really needed a suitable, sporting Jaguar that could be driven anywhere even during inclement weather. Thus began a search for the perfect,



closed Jaguar that could pace our stable of other high performance European cars. Since I had previously

owned a beautiful 2007 XKR that I tried extensively to perform at a level I thought that sweet 4.2 liter V-8 (AJ33S) was capable of including changing the supercharger drive ratio, reprogramming the proprietary Jaguar-sourced ECU, adding low restriction exhaust, etc., etc., I finally threw in the towel as repair costs began to mount and my wife and I grew weary of having to stop periodically to plug in my scan tool to reset a variety of annoying error codes. After selling my beautiful roadster, I drove a later version of the XKR 150 with the 5.0 liter AJ V-8 with sixth-generation Twin Vortices supercharger, updated Denso 1.6 Engine Management System, and direct-injection, contin-

A Tale of Jaguar Quest (continued)

uously variable intake and exhaust camshaft timing. Because of the geometric similarities with Ford's 5.0 liter V-8 and Ford's ownership of Jaguar at the time, I feared this engine was simply a Ford Coyote in a Jaguar skin. Further research revealed that was not the case and the physical similarities of the two engines were limited to manufacturing technology such as tooling and metallurgy.

So, it was decided; I had to have another XKR but this time, I was going to leave it completely stock as I found the new model's performance more than acceptable. Using a search strategy similar to the XK quest aptly described by fellow DVJC member Paul



Trout, I set up a barrage of search engines to find that perfect late production XKR, a 2011 to 2014

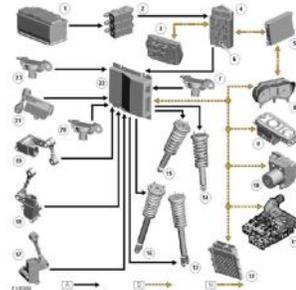
example. Since nearly all of these cars are black, I really wanted something different and finally, after many months of searching, test-drives, tire kicking and disappointments, a 2013 in British Racing Green Pearl car appeared on the Internet. Included was a surprising number of factory options that was extremely unusual as nearly all XKR's of that period came fully equipped with no additional factory options. In particular, this example had two-tone sable over black sport seats from the XKR-S model and 20" black chrome wheels with Pirelli performance tires. I had never seen these options in any XKR although I had seen the seats in black in a really expensive and mint XKR-S. They looked really cool and comfortable but being a big guy at 6'2", I was concerned that the "sport" seats would be designed to fit a more svelte and youthful physic. Nevertheless, the car was only a few hundred miles away so off I went after tracking down the ownership history and CarFax records.

The minute I saw the car in the pouring rain, I loved it. It fit me perfectly and I found the "sport" seats notably more accommodating to my height and girth than the standard seats which are already quite comfortable. And like all late model XKR's, it drove exceptionally well. These cars are often referred to as "animals" due to their outrageous 510 hp and fast shifting ZF 6-speed automatic with a really low first gear ratio. With substantially less than 30,000 miles and in very good cos-

metic and mechanical condition, this was the most rare and exotic XKR I had ever seen plus my wife Carol loved the colors even more than me. Even though this car was priced about 14% over what I thought it should be, I put a deposit on it and went home to do some more research and think about it.

The car had been titled three times before at least twice to a Cadillac dealer. He may have ordered it with all the unique colors and options but perhaps couldn't sell it because it wasn't black. He may have had another home in Florida as it was titled again with a Florida address. The mileage matched the records and the service history was complete with no record of any serious problems. Oddly, this car was listed in the Internet for sale at one of those really big used car emporiums with numerous locations across the country. It was certainly an oddball car for them to have in their inventory that is largely populated by newer Hondas, Toyotas, Fords and Chevys. I discovered that this car was part of a "lot" of cars purchased by their professional used car buyers at a regional auction on behalf of the multi-location mega used car dealership. I also believe that this particular car was part of a lot of cars that were included in the Cadillac dealer's inventory that perhaps went out of business at the end of 2019. Now when one of these mega-used car dealers buys cars at auction, they often buy them in lots comprised of dozens of different cars. Some are immediately disposed at wholesale and the rest are put into rotating inventory at their many locations. This unusual XKR was probably part of that lot they kept for retail sale so with some spit and polish, an oil change, etc., it was listed on the Internet for retail sale. It had two new front tires and some labor to remove four wheel locks and replacing four lug nuts that I thought strange, as in my experience, a used car usually has the special wheel lock key found somewhere in the car. I looked at the car the same week it was listed for sale but did not notice the lack of a wheel key that proved to be a clue to future problems. Even as quick as I was, I was not the first inquiry on the car but I was the first to sign on the dotted line.

My research on this model car revealed the fact that there are at least five computers networked together using both high and medium-speed CAN (controller area networks) located throughout the car. During the model's five year production run, many revisions to the software for these modules were released by Jaguar but could only be installed by a Jagu-



A Tale of Jaguar Quest (continued)

ar dealer using a special dealer only computer sometimes requiring protected Internet connections to Jaguar HQ in New Jersey.

From the service history, I could not find any evidence that any of these software updates had been performed. I was advised that updating these computing modules is not recommended as it is an expensive proposition that often identifies other problems like nonresponsive modules and networking glitches. The advice from my friends at local Jaguar dealerships was, “if it ain’t broke, don’t fix it”. I was also advised that since my mega-used car dealer chain offered a seven-day money back guarantee as well as a full warranty for 90 days or 4,000 miles even on a seven-year old Jaguar, the risk to me was low. So I arranged for the dealer to ship the car to my local mega-used car branch where I paid for it in full and took delivery on Valentine’s Day. We drove the car to a family event in Harrisburg the next evening and after properly adjusting the tire pressures, absolutely loved the car. The next day was the DVJC breakfast social at the Spring House Tavern and our “new” Jaguar addition was photographed and described in the corresponding issue of Purr.

The next day, Carol decided to drive our “new” Jaguar to our local State Police Barracks to have her fingerprints recorded for an unrelated matter. Upon returning to the car, she unlocked the XKR using the key fob and tried to start the car. The XKR responded with an error message that the key could not be found. Thinking maybe the key fob battery was low, she cleverly read the owner’s manual in the parking lot and discovered a slot in the console where a key fob with a low battery could be inserted to start the car. This procedure didn’t work and a similar error message appeared. Frustrated, she called me while I was out in another car so I detoured home to pick up the second key fob and drove to State Police Barracks to rescue Carol and the XKR. This must have been a strange sight for the Troopers coming and going to see two high performance cars parked in their lot with a stranded woman waiting in one of them. But no one offered assistance and when I arrived, the spare key fob worked properly and off she went to complete her errands without further mishap. Nevertheless, I sensed something was amuck and called my friends at the local Jaguar dealership to schedule a service appointment for the next day.

After waiting for six hours at the Jaguar dealership, the shop foreman and lead technician thoughtfully appeared to explain what he had learned. Apparently, the faulty key fob was not an authentic Jaguar part and he could not get a new, factory fresh key fob to work properly. He believed one or more of the five comput-

er modules was damaged by someone trying to synchronize a knock-off imitation Jaguar key fob (widely available online) to my XKR without using the special, possibly unique Jaguar diagnostic tool. The remedy was to begin systematically replacing computer modules and loading the latest authentic Jaguar software to each. This would not be inexpensive but after discussing the situation with the mega-used car dealer, they agreed to cover these costs, as they could not perform the required key and module programming in house. So another date was scheduled once the replacement modules arrived and the car went back to the Jaguar dealer in about ten days. They began work on my XKR as scheduled and after about four days, informed me that everything was now working properly. I asked the foreman to check all systems and let me know if any additional repairs were recommended. They obliged and found several more issues that would about double the previous estimate. After discussing this new estimate with the mega dealer, they agreed to pay what they would have ordinarily charged themselves for these new repairs if they had done them in house using their own mechanics and non-Jaguar parts. I agreed, as I wanted the additional repairs completed by factory trained Jaguar technicians using authentic Jaguar parts. So I gave the dealership authorization to proceed and they agreed to bill the mega-used car dealership directly leaving me to pay only the balance.

A few more days passed and I was informed my car was ready to be picked up but there were a couple of glitches. Apparently, the mega-used car dealership that orchestrated my sale closed in the meantime due to the rapidly evolving COVID-19 situation and no one could be reached by landline, cell phone, text message or email. The dealership was simply closed nationwide. My Jaguar dealership however was open but feared the worst and suspected there was little prospect of receiving payment for any of the needed repairs from anyone but me. Also, one of the replaced modules includes the instrument cluster. They received a new module from Jaguar but discovered only after they had completed the installation that the speedometer faceplate was printed in metric units (kph) not the usual mph. The correct module calibrated in mph was nowhere to be found. But the trip odometer display was still in mph and the module produces a continuous display of mph so I figured eventually, I’d have to figure out how to convert the kph speedometer to read in mph. So off I went with facemask, gloves and Clorox wipes to retrieve my freshly repaired and lovely XKR with my trusty credit card in hand.

But there is a happy ending to this tale. After driving my freshly repaired XKR nowhere due to our decision

A Tale of Jaguar Quest (continued)

to shelter in place during the pandemic, I observed that the performance was even more spectacular than I had noticed previously. I suspect the software loaded to run the replacement computer modules was the latest releases that sharpened the throttle response, improved automatic transmission shifting up and down, and provided even more horsepower and torque at all engine speeds and driver settings. Amazing! Even more amazing was a phone call I received a few weeks ago from the local mega-used car dealership following up on my situation and repairs. Apparently, they were aware of the nature of the repairs needed to my car and agreed to reimburse me in full for the entire cost of the repairs that had been completed during their closure. Two weeks later, I received a check for the

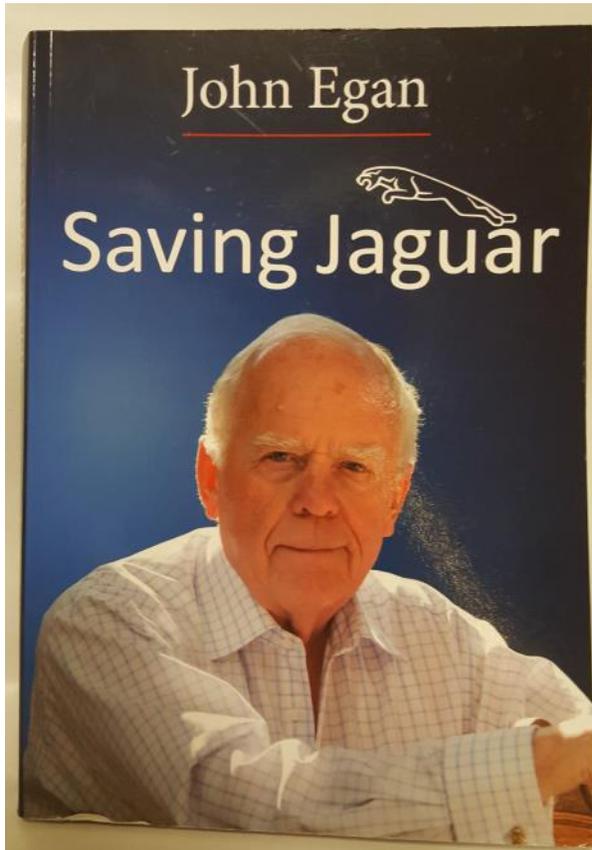
entire amount that was about 18% of the cost of the car. About then, I also received a call from my friendly Jaguar dealership that my correct instrument display calibrated in mph had arrived and they would install it at no cost to me once they returned to normal business hours and staff. The correct instrument cluster is being installed now.

SO, not only did I find a great Jaguar that has both low mileage and correct, up to date service to the complex ECU computers and HVAC, but I also bought it at a very good price. I can't wait to put our spectacular Jaguar XKR coupe back in service to participate in exciting JCNA events and vacation destinations not especially well suited to a 48-year old XKE OTS.



A Familiar Occurrence?





Saving Jaguar, by John Egan. Porter Press, 2015

Long, long ago, when people went to Hershey, Pennsylvania in huge numbers...and not one of them wearing a face covering...to gaze at vast acreage of old cars and car parts, I wandered into a book vendor's tent. He saw my ball cap with Jaguar logo and said that I wanted the box underneath this table, pointing to one mid-way down the aisle. Of course, my incredulity must have shown, that these Jaguar books were not the centerpiece of the vendor's display; never-the-less, he had a good selection, including Saving Jaguar by John Egan.

One must be of a certain 'vintage' to recall personally the splendor of the Series 1 XJ6 (1968-1973). Is there any other sedan that surpasses it in grace or appointments, before or since? In its July 1971 edition, Road and Track cited it as one of the 10 Best Cars in the World—along with the Lamborghini Miura SV, the Ferrari Daytona, and Mercedes 300 SEL 6.3—high praise indeed. Then came the Series

II. Few sources will cite the car as anything but horrific. What happened?

John Egan, who joined British Leyland Motors in 1971 and departed as Chairman of Jaguar upon Ford's purchase in 1990, details the difficulties and frustrations of building exceptional cars and a viable company, bringing it back from the brink of elimination numerous times. He describes his task as follows, (recall that this precedes the huge impact of the US emissions standards, bumper standards, and the Datsun 240Z):

The strength of BL lay in its market position in cars and trucks, especially in the UK and the Commonwealth, in the US sports-car market, and in the many other markets appreciating stylish products such as the Mini, the various Triumphs and Rovers, and of course the Jaguars. All that needed to be done was to bring each well-regarded make or model up to world-class levels of quality, reliability, and productivity, and at the same time build up the financial and engineering resources to replace these successful vehicles.

Is that *all*? Of course, as though the task weren't difficult enough, there was British labor—continually in strife, on strike, and generally pulling the country apart.

Throughout the course of this fairly short book (214 pages in soft cover) Mr. Egan recounts how each difficulty was overcome until, by the mid-80s, Jaguar was able to produce, at high quality, the Series III XJ6, which was, and remains, hugely popular, and the efforts to successfully regain Jaguar LeMans glory. He especially recalls the extensive efforts at building quality into the XJ40 sedan, (1986 – 1994; 208,000 sold). We who just melt at the saga of the accidental extraordinary success of the XK120 and the instantaneous and unexpected success of the E-Type, have a difficult time comprehending the world of Jaguar in the 1970s and 80s. John Egan takes us through the corporate labyrinth, providing a successful example of leadership and tenacity for corporate America as well.

What Ignited Your Interest in the Jaguar Marque?

By Paul Merluzzi

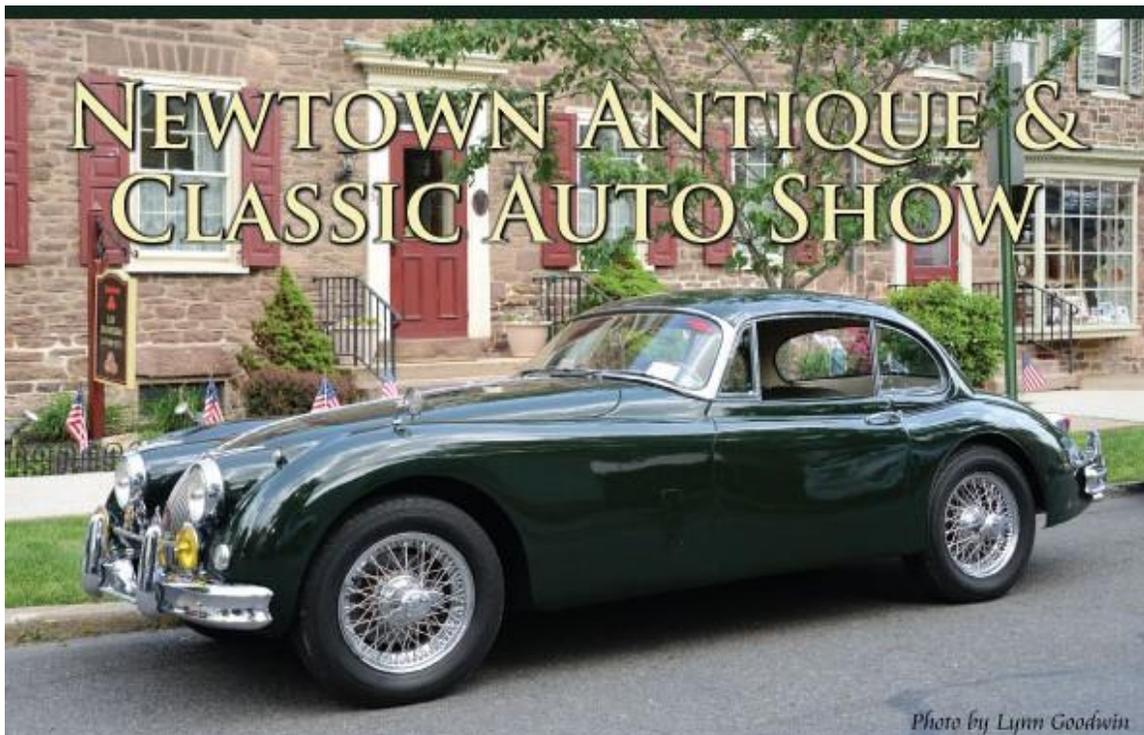
I cannot remember a time when I was not interested in cars. It is not genetic because my parents, siblings, grandparents, aunts, and uncles had no interest other than having a reliable four-wheeler to get them from Point A to Point B. During high school in the late 50's and early 60's I drove my Dad's 1958 Rambler on dates (I told you he wasn't a car guy). Not exactly what you would call a Babe Magnet.

Since I was pretty much working my way through college, I didn't have a dime to my name – let alone 10's of thousands of dimes to buy a car. So, I had a mission to date women with sports cars. One of them had a Triumph Spitfire and worked at the same place where I was employed as a co-op student while pursuing a degree in engineering in the early/mid 60's. One day I went over to have lunch with her and she said she was being taken out to lunch by a company salesman who was in town for a meeting. She told me I should take a look at his car. So, I walked out to the parking lot with her and

there was the most beautiful piece of machinery I had ever seen in my life. It was a Jaguar XK-150 roadster, white with a black interior and I immediately fell in love ... with the car, not her. I vowed I would own one someday.

But, after finishing college, I went to grad school and got married and had a child while in grad school. So, it was four decades later in 2002 that I purchased my first Jaguar, a 1958 British Racing Green XK-150 FHC (pictured below, when it was the "poster car" for the Newtown Auto Show in 2016). That was followed by a Sable Brown 1969 E-Type in 2003, a Brooklands Green 1995 XJS convertible in 2009, and a Sherwood Green 1997 XJ6 Daimler in 2019.

The Jaguars, like the other vintage cars my wife, Irena, and I own, have given us lots of pleasure and fun. Most of all, they have given us the opportunity to make new friends through clubs like the DVJC – which to me is the most important by-product of ownership.



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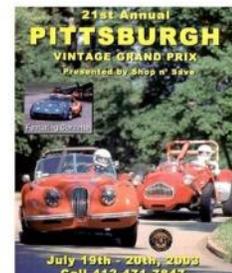
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USING MEMBER FORUMS by Tom Shaner

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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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.

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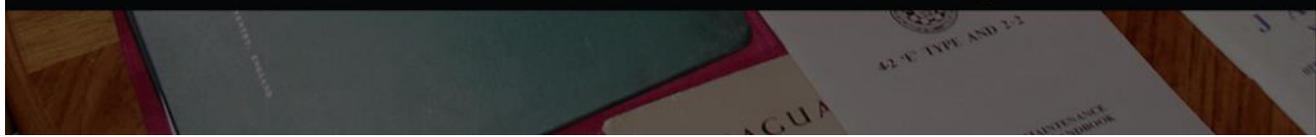
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