
The Jaguar's Purr©

Is an official publication of

THE DELAWARE VALLEY JAGUAR CLUB

A chartered, non-profit corporation

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February 2021

DVJC “Flash Drive” January 2021



As promised your club is trying to provide activities that are fun and safe under these trying conditions. On January 30th DVJC held a “Flash Drive” that started at Unionville High School and terminated at Northbrook Market Place in West Chester, PA. The approximately 30 mile scenic drive took the 13 cars and 25 participants through scenic Chester County. Here Paul Merluzzi and Greg Morrison can be seen giving driving directions and instructions to the participants. Additional “Flash Drives” are being planned.



You Can Always Renew Your Membership!

You can always renew your membership in DVJC. Payment can be paid by credit card, debit card, or PayPal by using the DVJC Web site at <https://delvaljaguarclub.com/>. Members are encouraged to use the Web site for membership renewal. DVJC members using the Web site for the first time should click on the BECOME A MEMBER tab. Detailed instructions about signing up for Web site access 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 directly to Jim Sjoreen or use the membership form [by clicking here](#) or referring to pages 37 & 38 to update information. See page 6 for more information.

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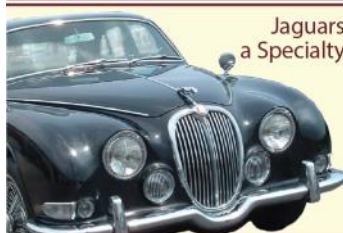
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Full Page \$320/ year; \$50 /
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Upcoming DVJC Events

April 17, 2021

10:00 A.M.—Noon

*We will be socially distancing
at tables in the park.*

**DVJC Breakfast of Fort Washington State Park
6250 Joshua Road
Fort Washington, PA**

*For more information [click here](#) or contact
Tom Shaner at directors@delvaljaguarclub.com*

May 15, 2021

11:00 A.M.—3:00 P.M.

*We will be socially distancing
at tables in the park.*

**DVJC “Spring Fling” at Ringing Hill Fire Pavilion
815 White Pine
Pottstown, PA**

*For more information [click here](#) or contact
Tom Shaner at directors@delvaljaguarclub.com*

May 21—23, 2021

**Pumpkin Run Rally
Millsboro Volunteer Fire Co., Millsboro, DE**

Contact: Brian Craig, 215-483-5861 or www.northeastrallyclub.com

August 7, 2021

**DVJC Annual Concours d’Elegance
Historic Hope Lodge, Fort Washington, PA
Save the date.**

*[Click here](#) for more information or contact Jim Sjoreen,
concours@delvaljaguarclub.com*

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

**Jaguars at the Jersey Shore (see page 40)
Cape May and South New Jersey**

*Contact: <https://delvaljaguarclub.com/> or Bill Beible at
bill.beible@gmail.com*

Note: Keep an eye on your emails. Your officers and directors are planning “Flash Drives.” Further details will be sent via email.



Your Monthly Bill *February 2021*

Herding Cats



With the renewal period for 2021 coming to a close, I reviewed the latest Directory of Vehicles report for our club to get a current picture of the kind of cats that are lurking in our garages. Together, the 120+ DVJC member families own more than 200 Jaguars of all ages, shapes and sizes and, dare I say, in a wide array of conditions from (nearly) hopeless collections of parts to trailer queens that only step out for premier events. The oldest vehicle in our members' garages is a 1938 SS100 and the most recent model is a 2018 F-Type R.

The range of cars owned is apparent when looking through the January 25 directory on our website. Here's what I found:

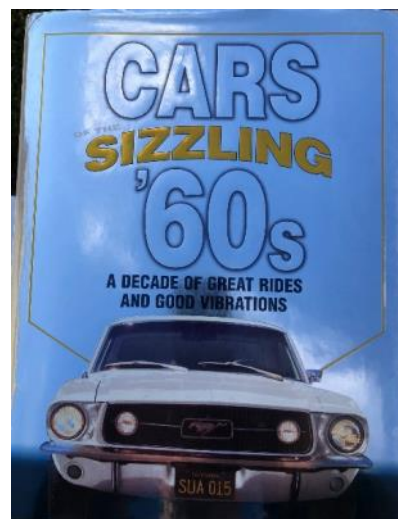
- 26 current model Jaguars
- 76 model year 2000 or newer cars
- 54 E-Types
- 41 XK, XK8, XKR
- 21 XJS, XJ-SC, XJ-S, and XJR-S
- 18 XK120, 140 and 150
- 15 X300 and X308 saloons
- 11 X-Types and S-Types
- 10 F-Types
- 9 Series 1, 2 and III saloons
- 5 Mark I, 2, IV, V, VII and 10
- 5 XE and XF
- 4 420 Saloons
- Onesies and twosies of others

The progress in design, safety, comfort and capability over that eighty-year period has been impressive! The safety devices on this '51 Buick we drove in December consisted of brake lights and turn signals – and not much else!



About two weeks after Nancy and I had our adventure test driving this car, we took delivery of a new car. It is not equipped for autonomous driving but, like many other modern cars, is (not so) slowly approaching that point. Some of its capabilities include automatic lane changing for “overtaking and passing” other cars, automatic emergency braking – forward and reverse, self-parking and dynamic speed control. Not only will it adjust speed to maintain a safe distance from the car in front, but it also changes speed according to posted speed limit signs and local road conditions. For example, it will reduce speed to go through a roundabout and resume speed after returning to the through road. (Truth be known, this is a little annoying and I turn the system off in those circumstances.)

Coincidentally, I recently decided to reread a book from my pre-Jaguar days. Its most current use has been part of a pile I use during video calls to raise my laptop on to a height level with my face so the other call participants are not looking at my ceiling.



Reading that book reinforced the great strides in comfort and safety that have been made from the sixties (for those of us who remember them) to today. Here are a few highlights:

- * 1962 – Ford makes heaters and defrosters standard on all its cars.
- * 1962 – The “Standard of the World,” Cadillac, makes heaters standard on all models. The rest of GM lagged by several years.
- * 1963 – Studebaker led the industry by installing front seat lap belts as standard equipment.
- * 1963 – Ford offers the first fully synchronized 3-speed gearbox.
- * 1965 – Ralph Nader’s Unsafe at any Speed is the catalyst for focus on automotive safety.
- * 1966 – Congress legislates first federal tire standards.
- * 1967 – Dual master cylinder brakes and energy absorbing steering columns introduced by Ford Motor Company.
- * 1968 – Side marker lights now required.

Of course, each of us who owns an older Jag is reminded of the differences every time we get behind the wheel or under the bonnet.

For your entertainment and enjoyment, here are a few other bits I learned reading the book:

- 1960 – Philadelphia Eagles defeated the Green Bay Packers for the NFL Championship.
- 1962 & 1963 – Jaguar just barely made the list of top ten imports bringing just over 4400 cars to the shores of the U.S.
- 1966 – A big year for predictions –
 - ⇒ Michigan State Highway Commission concludes that the car of the future will probably not be nuclear-powered because “the lead shield needed to keep radiation within the power pack would be far too heavy to be practical, and fear of radiation escaping would scare potential buyers.”
 - ⇒ U.S. Interior Secretary predicts that by 1986, half of all cars on the road will be electric-powered.
 - ⇒ Projected completion of the Interstate Highway System is postponed to 1976 from 1972. (The final segment was actually completed in 1991.)
- 1968 - Motor News notes the following shortcomings of women drivers: “Over cautious. Indecisive. Drive so near the curb you think they’re parking. React slowly in a crisis. No mechanical knowledge. Swing wide on right turns.” [Disclaimer – this is quoted directly from the book and does not reflect the opinion of the author.]



Enough about yesterday! By the time you receive this issue of *The Purr*, we will have enjoyed our first Flash Drive of the new year through southern Chester County. “Thank you” to Paul Merluzzi for mapping the route and organizing the event. Watch for notice of February’s flash drive through Bucks County on another guaranteed good weather day. Another BYO breakfast is planned for Militia Hill Park in April. If you haven’t done so already, mark your calendar for Saturday May 15 for our Spring Fling. Plans are taking shape to include a special celebration of the 60th anniversary of the E-Type introduction and the 25th anniversary year of the XK8 debut. Finally, the Concours has been postponed from June 5 to Saturday August 7. The state of PA announced that Hope Lodge will remain closed through June due to Covid.

Promoting DVJC through Social Media



Maintaining a healthy, growing membership is one of the keys to DVJC’s continued vitality. You can contribute to that progress by joining DVJC’s Facebook group and “following” our club on Instagram. Using these communication channels helps increase the number of people who know of our club. Join these here:
F/B: delaware valley jaguar club
I/G: delaware_valley_jaguar_club

Have a Jaguar Kind of Month!

Bill



JCNA News

Jaguar Journal Electronic Publishing – If you have friends or colleagues who would like their own copies of Jaguar Journal, it is now available for purchase online at <https://zinio.com/publisher/jaguar-journal-m38176>. Zinio is an online publisher with whom JCNA has an initial one-year contract that may lead to offering optional electronic distribution to all JCNA members, assuming the service works as expected. For the time being, all JCNA members will continue to receive JJ by mail.

JCNA Logo Masks – are now available for purchase through the JCNA store at <https://estoresbyzome.com/JCNA.php>.

2021 Annual General Meeting – Given current and likely Covid conditions, the AGM scheduled for Columbia, SC has been postponed from March to August 27 – 29. It will still take place in Columbia; the location of the Coventry Foundation archives and JCNA administrative offices.

Trophy Management Program Manager – JCNA is searching for a volunteer to succeed Dave McDowell who has managed this program for the past six years. For personal reasons, caring for aging parents, he must relinquish his role as a South-Central Regional Director and as the manager of this program. In addition to his JCNA roles, Dave has been active in his local club as a board member for ten years, Concours co-chair and Chief Judge.

Key activities include responding to club trophy order requests, managing the trophy inventory including replenishment by the trophy supplier, and distributing awards. There are systems and procedures in place for these activities. In particular, the management of the physical trophy inventory and packing and shipping is all done by a UPS store. You do not need to fill your dining room with trophies! [Bill Beible](#) can provide more complete information. Please give serious consideration to serving your fellow JCNA members by volunteering for this key role.



Membership Musings

February 2021

By: Tony Tinari

While car dealers are not normally known for their eloquence of written word, this passage in a recent communication from Autosport Designs Inc. of Long Island really caught my attention: *"When 2020 began none of us could ever have planned for or predicted the way it unfolded. The serious side of events had us navigating new safety and social terrain; making our cars more than mere hobbies, investments, or vehicles, they became safe havens and a way to generate a feeling of adventure, and connection during a time of uncertainty."* Well said Autosport!

I would add only that the affinity and collegiality provided by an organization devoted to this passion, like DVJC, is yet another safe haven in maddening times. Apparently, fellow members, you agree. As of this writing, DVJC has a 2021 renewal membership of 126 individuals including 4 honorary members and 1 youth enthusiast. Of that cohort, 110 (88%) are registered on the DVJC website.

Those numbers notwithstanding, 2021 is off to a shaky start in the classic car space. The Amelia Island Concours d'Elegance, surely a bucket list event for all of us, has been postponed from its traditional early March date to May 20-23, so as to allow more time for COVID vaccine distribution. Closer to home, our own Concours will be deferred to an August date as a result of the una-

vailability of Hope Lodge for the original June booking. (See updated events calendar in this issue.)

Understandably, our membership recruitment and retention strategy will need to continue to be sensitive to pandemic constraints, providing safe and welcoming events to enjoy, as well as communications intended to enhance the member experience. To those ends, we have convened a Membership Committee to suggest and implement the best initiatives for DVJC consideration. Our colleagues Tim Duckett, Kevin Fitzgerald, Greg Cain and Mark Kogan have graciously agreed to serve as committee members for 2021. Kevin has already conceived the idea of a 2021 wall calendar, featuring some fine examples from our members' fleet of classic and newer Jaguars. This project is coming to fruition as I write this, and hopefully will soon grace our respective walls.

Finally, we should take heart that 2020 was not the economic disaster that some had predicted for collector cars. According to Hagerty: *"A stable market, by and large, means stable values, meaning we estimate most cars to be worth at least as much as what people were paying for them pre-pandemic. If being stuck at home is creating a window for you to finally pick up that classic car you've always wanted, know that you are hardly alone."* Hmmm. Interesting suggestion . . .

J.C. TAYLOR

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Speaking of Things Jaguar - February 2021

By Paul Trout

Jaguar Anniversaries Coming Up

I would like to say that I am one of those people who leveraged the immense amount of time I have had on my hands, due to the self-quarantine driven sheltering in place, in a productive manner. I'd like to say that, but as I strive to keep this column honest; I won't. The truth of the matter is I think I have used this abundance of time a bit less efficiently than in the pre-pandemic days. There has seemed little urgency in starting or completing tasks as, well, there's plenty of time. Watching car related videos and scrolling through Facebook has become great filler in the ever increasing gap between more productive endeavors. And I've reminded myself on an occasion.... "Not that there's anything wrong with that."

Aside from scrolling through various cat (I find real cats and kittens quite amusing) videos and "Far Side" cartoons I am now, to date, a member of seventy-three automotive related Facebook groups. A number of them are related to racing in the sixties and seventies, like "The Greatest Era in Sports Car Racing 1966-1981" or "Porsche 917, The Legend" or one of my favorites "Chaparral Rattlesnake Raceway" which is devoted to the amazing Chaparral Can Am race cars that Jim Hall built and raced in the sixties and seventies. There are lots of nostalgic photos and bits of history laced with comments from those who were fortunate enough to have seen or been involved with those race cars in the day. Occasionally there are videos, often with those awesome sounds of big bore race cars at full chat. I think the airpods under the Christmas tree were probably more for Sue's benefit than mine. Now I can listen to that 7000 RPM music as loud as I want....



More than twenty of the FB groups I follow are specific to the Jaguar Marque covering not only Jaguar racing, but Jaguars in general, specific models and memorabilia. The model specific groups such as the ones for the XK8/XKR and X-Types have lots of photos of members cars posted. It is fascinating to see some of the modifications some owners have added as "upgrades" and progress reports and photos of restorations in progress. The model specific groups also act as a bit of a forum with strings of comments and suggestions when a member posts about having an issue with their Jaguar. The strings of helpful, unhelpful, similar and dissimilar suggestions often go on for days. No matter what the problem, you can count on at least one posting suggesting the battery is the problem.

Comments

Done

2h Like Reply



Gerald Watts

At the left hand side rear, behind the bumper there is a live terminal, lay on floor & use a torch, there is a battery live pin under the rubber boot, use jump leads, I have been out to a lot of XK with flat batteries G

2h Like Reply



1



Rob Hook

Gerald Watts to be clear this is the British term "torch" not the American kind!

1h Like Reply



Rob Hook

Gerald Watts I was sitting here thinking "what in the world do you need a torch for?!?!?"

1h Like Reply



Write a reply...



Drew Framson
Charge here!



Write a comment...



From my experience, while there is some truth to that, but, well maybe, yeah actually, there aren't too many

Speaking of Things Jaguar - February 2021 (cont'd.)

issues on an XKR that can't be traced back to the battery. Anyway, it is interesting to read through the comments which often remind me of the conversations over breakfast with my DVJC friends. Remember when we could do that? I've even offered a few of my own diagnostic suggestions from XKR and X-Type battery experiences. I have to say that reading so many horror stories that seem to have been easily remedied by a battery replacement has caused me to keep my "not driven as much as they should be" Jaguars on battery tenders. Occasionally the posts stray from batteries and move on to tires. All it takes is one new comer to suggest he is thinking of replacing his tires or "tyres" and within minutes fourteen different brands are touted as the best with an equal number of posts suggesting they are rubbish with amusing and poignant testimonies in support of both perspectives. It is also amazing the diversity of points of view on tire pressures. Whenever a tire pressure string starts, I wait a day and then add them all up, divide by the number of posts and go see how close the average comes to the current pressures in my tires. Lately it has been too cold for any non emergency activity in the garage, so instead of checking my pressures, I just make something up to add to the mix like "Unless I'm heading off on an errand that will require speeds in excess of 145 mph, I generally keep my left front at 53psi and the right front at somewhere between 18 and 24psi with the rears at 43.6psi. I like a little right bias to avoid drifting into the oncoming traffic with a 25/75% hard ride balance." Generally a comment this precise will elicit an inquiry from across the pond as to whether the front pressures should be switched when driving on the correct side of the road. I always politely remind them that pressures are different over there since they use European air.

The other evening as I was blissfully browsing I came across an interesting string of posts on the pages of the "Jaguar XK8 96-06 Enthusiast Club" Facebook group. A fairly naive new comer to the group had inquired as to anyone harboring an opinion on whether he could legitimately refer to his XK8 as a classic car. I am surprised the internet didn't crash from the immediate flurry of hard fast opinions shared. To share them all would undoubtedly cause your Wi-Fi to crash from the sheer volume and digital weight required to fit them into *The Purr*



But there was one that I thought worth sharing, not because it was so well thought out, in fact the author got lost in the middle of it (been there), but because it did seem to have a fairly blunt point somewhere.

It's an "affordable Classic", one which won't ever gain a lot in value, (The E Type hype will never happen to XKs, too many built, too many still on the road. too many being resurrected after years of neglect)) but which will be desired, and will be attainable, by many, for many years to come.

Don't mistake Classic for Rare, nor does it mean expensive, just because a car is rare doesn't make it a classic, nor does a high price tag make it so. The XK8 is a beautiful car which anyone would be proud to own and drive, I can't think of a better way to categorise A Classic.

(There are not many Allegros left, thankfully ! I owned one, it was dreadful ! To call that monstrosity a classic is so wrong !)

I see a number of posts where owners wonder when their XK8/XKR will become a "classic" and just as many saying, "Don't look at it - DRIVE it!", both of which are understandable. I had my own reasons for wanting one, reasons documented regularly in here but I understand that this car falls between stalls: too young to be considered vintage and too heavily loaded with electronics to be considered classic.

This particular Jaguar arrived at a point where the company was at a crossroads. Ford had not long taken ownership and the incumbent XJ6 and XJS models were definitely showing their ages. Ford management had the foresight to give the Whitley Design Centre free rein to design a thing of beauty that was also brilliantly engineered for the time. That level of faith by the parent company paid massive dividends, with sales far exceeding expectations (and giving my IP tooling some grief at having to run for so long).

Where is this post taking me now? I did have something in mind but as I started writing, so the thread moved on. Oh yes - odd that a terrible car like an Allegro or Anglia can be deemed classic but not our favoured car. Still...

Personally, I don't think of Elton as an investment, although I wouldn't expect to lose much if I decided to sell him now. No, he is just a hoot to drive, so parting with him is not on the cards any time soon.

Is this car a Classic? depends on who you ask, while it may not meet the official definition of a classic just yet, it is fast getting there. It has classical timeless lines, it is rare enough that it turns heads when you go past any male between 35, and 80 so in my mind I am driving my

Speaking of Things Jaguar - February 2021 (cont'd.)

classic dream car. Is it an investment? probably not as we all know these cars are not cheap to maintain or repair. As they get older we will find parts even harder to come by as we will all be after the same parts and chances are those parts on any cars being parted out will also be past their best by date, which is probably why the cars have been taken off the road. Any gain in value will be offset by the cost of keeping them on the road. But I will see no gain from this as I brought the XK8 to drive and enjoy while maintaining an important piece of motoring history. My kids how ever are already trying to work out how old the Jag will be when I die and what it is worth.



He calls his XK8 Elton. I like that. I never got into naming cars. I have called them a few names on occasion, but that's not the same. At some point within this well intentioned rant the definition of a classic car is mentioned. Now there's a broadly gray area. The definition really depends on who you talk to.

Let's start with the good old Classic Car Club of America. Among many circles the Classic Car Club of America is considered to have the definitive definition of a classic. Surely they would know what a classic car is. Well, the CCCA rather precisely defines a classic car as a "fine" or "distinctive" automobile, either American or foreign built, produced between 1915 and 1948. The CCCA goes on to declare that there have been 1,366,843 American classic cars produced (over half of which are Cadillacs or Packards, interestingly enough). I guess. I believe the rest of the automotive world may have moved on a bit. So I took my inquiry to another reputable repository of automotive information; the Department of Motor Vehicles affectionately known as the DMV. The DMV or the place to go if you would like to sit and do nothing for several hours while waiting to spend some time with an unfriendly over-worked person who would also really rather be doing something else than talking with you about your automotive matter of little consequence to them. Fortunately you can go to the DMV on-line if you don't want to give up a day or so to be told you don't have everything you need and will be required to return on another day. Anyway, the esteemed Pennsylvania Department of Motor Vehicles has a definition of a classic car that isn't quite aligned with the old CCCA. Their definition is based upon the premise that one wants to register one's car or truck as a classic car and receive a special license plate that comes

with a few strings attached. The PA DMV definition of a Classic Car is as follows:

Classic Motor Vehicle - A motor vehicle, but not a re-production thereof, manufactured at least 15 years prior to the current year which has been maintained in or restored to a condition which is substantially in conformity with manufacturer specifications and appearance.

So, the great state of PA defines a classic car based upon age alone meaning that a 2005 Toyota Corolla that looks relatively clean is, accordingly, a classic car. However if you go through the process of convincing the DMV that said Toyota is a classic car they will attach those aforementioned strings to your tag in the form of section 1340 of the Pennsylvania Motor Vehicle Code which states "It is unlawful for any person to operate a motorcycle or vehicle with antique, classic, vintage, collectible or historic military vehicle registration plates for general daily transportation. Permitted use shall be limited to participation in club activities, exhibits, tours, parades, occasional transportation and similar uses." Occasional transportation and similar uses are defined as no more than one day a week. Antique, Classic, and Vintage registration plates may not be displayed on a vehicle used to transport people or property."

So basically the state of PA's qualification for being designated a classic car is 15 years of age. Another 10 years, at 25, it can be an antique. Most states just go ahead and skip the classic stage and proceed right to antique or historic designations and restricted use. Similar discriminations against classic cars exist in both Delaware and New Jersey.

Our trip to the DMV only served to reinforce that age is a factor in determining if your XK8 is a classic. Certainly in Pennsylvania you can legally call yours a classic as long as you don't want to drive it to transport people or property.

Maybe good old Merriam-Webster can help. As an adjective, classic is:

- a : serving as a standard of excellence ; of recognized value.
- b : Traditional, enduring

I think those descriptive terms apply to, but don't necessarily define a classic car. As a side note, the term classic as an adjective was first used as such in the year 1597. Any car from that year that is still around can automatically be called a classic.

With little helpful guidance from the DMV and the Classic Car Club of America I turned to an insurance company. Surely they would have the answer. After all

Speaking of Things Jaguar - February 2021 (cont'd.)

they certainly insure lots of classic cars. Naturally I turned to the insurer of the Trout family Jaguars for many years, Hagerty. Hagerty refers to themselves as “an automotive lifestyle brand focused on the love of cars and driving.” “*Hagerty Exists to Keep Classic Cars on the Road*” is their slogan. My experience has been that they live up to that. So, surely they would be able to definitively tell me what a classic car might be. When I went to their products page the first thing I saw was “*We only insure Classics.....*” Now I was really getting somewhere. As I was about to click on the tab titled “Collector and classic cars”, the term “Collector” gave me pause and a hint that maybe a clean definition was not as forthcoming as I thought. The click surfaced “*Our deep knowledge of cars and their owners lets us offer you better classic car insurance coverage for less.*” Hope was restored. So I scrolled down past the list of benefits, all of which I was fully aware of, to where it said “*We cover all kinds of Classic Cars.....*” There I found a link “See what qualifies.” Oh boy, this was going to be the one. On the “How to Qualify” page I found “We know you love your classic and collector vehicles, and we want to help you protect and enjoy them.” Uh oh, there’s that term “collector” again. Undaunted I scrolled further to “Collector and classic car insurance 1979 and older.” Ok, it looks like the age factor is resurfacing. I clicked on “More details” thinking surely this is where they have hidden the definition. It took me back to where I had started; the “See what qualifies” page. Aside from only learning that the year 1979 has some influence on whether your car can be covered under their “Classic and Collector car insurance” as opposed to a 1980 or newer car that can be covered under their “1980 and newer collector vehicle insurance” I was no closer to a definition. Then I noticed the little “Chat with an Expert” tab in the lower right hand corner. Dare I?

I did. And this is what Seth took a few moments to answer with:

“I think that if we had to define what a classic car is it would require us to look at a broad spectrum of makes and models, ranging from the classics of the pre-war era all the way up to the later models that are keeping the spirit of collecting alive. I think that a classic or a collector car is a vehicle that holds a significance that can be hard to explain, but rather a feeling made up of different memories and experiences with the car itself and the people we choose to share the hobby with.”

As I was typing “Wow!” in response, he sent this as a follow up.

“That’s my own personal take on it though! We don’t have a true definition of what a classic would be, aside from what the states would say (a vehicle 25 years or older) but that’s less exciting or interesting to read ha-ha.”

No, his response, as indicated, was not a definition, but I think it got us closer. I think he might have been on to the same vaporous path as Elton’s owner. Elton’s owner suggested it was not about rarity or expensiveness and Seth reiterated that by not mentioning either. Nor did he offer an age limitation, except in the eyes of the state DMVs who must create an inclusive/exclusive age barrier for purposes of restrictive licensing.

So far we have had a number of diverse and perhaps conflicting criteria suggested as rationale for answering the question “Is my XK8 a classic car?”



Distinctive and rarity are terms that have surfaced. Clearly, the lines and performance of the XK8/XKR qualify it as distinctive. With just 90,064 built over ten years of production, rarity seems it might apply as well. If that number seems high in terms of rarity, consider that over that same ten year period there were 271,573 Corvettes and 245,345 Porsche 911s built.

Expensive is another term that is often suggested regarding classic cars. The application of that factor is a bit tricky because it goes both ways. Yes, the XK8 was an expensive car when new, but it hardly qualifies as an expensive car now. While they are certainly starting to appreciate in value, it may be a long time, if ever, that they are worth their original selling price again. They can be expensive to maintain, but I don’t think that’s the point here. There are plenty of non-classic cars around that are also expensive to maintain. The other side of the two way expensive street is the original Volkswagen Beetle. It was hardly an expensive car when new, but they now trade for about the same price as an XK8, sometimes more.

While age seems to be a common theme, there is room to suggest that time alone is not the factor, but rather does the car withstand the “test of time”. While writing this I received an email from S-N-G Barratt that I think speaks to the test of time:

Speaking of Things Jaguar - February 2021 (cont'd.)

COMING OF AGE

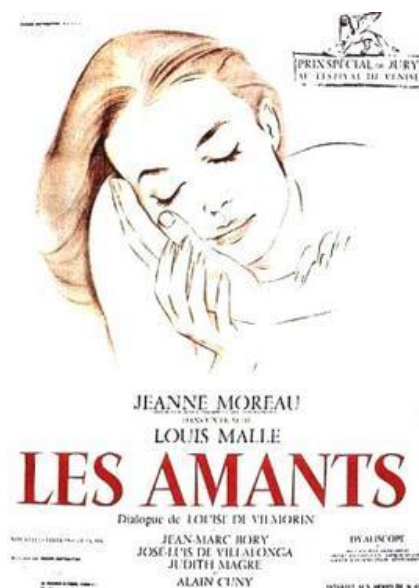
XK8 – THE APPRECIATING MODERN CLASSIC

Widely praised when it was launched and still a very popular, appreciating classic today, the XK8 is now 25 years old and still looking great. As the first Jaguar Grand Tourer to be fitted with the V8 engine, these high-performance modern classics offer a great driving experience with plenty of power and poise.

Clearly the XK8 has withstood the test of time. They are every bit as “drop dead gorgeous” and exhilarating as they were 25 years ago. I think those factors find their way into what Seth from Hagerty was trying to express. With all other factors being a bit ambiguous, it's about how the car makes you feel. That immediate emotional bond when you see one; often, perhaps, from a fond memory. I still remember the first time I laid eyes on an XK8. It was a sapphire blue coupe parked in a pebble stone car park at a small hotel in Sussex. The year was 1997. Those few minutes spent looking it over as I was late for a meeting lit a passion that still surfaces every time I see one.



Maybe where this journey is leading us is a place quite similar to that of the Supreme Court Justices who heard the infamous case of Jacobellis vs. Ohio. The Supreme Court overturned the lower courts conviction of Nico Jacobellis on charges of possessing and exhibiting an obscene film, “Les amants” (The Lovers) directed by Louis Malle. (BTW, the 1958 film “Les amants” could easily be shown uncut on network TV today)



While the court majority agreed on the ruling, they could not agree on the rationale. No single opinion, majority or dissenting was shared by more than two justices with four different opinions within the majority. The most famous of the opinions in this landmark decision came from Justice Potter Stuart who stated the Constitution protected all obscenity except "[hard-core pornography](#)." He wrote, "*I shall not today attempt further to define the kinds of material I understand to be embraced within that shorthand description; and perhaps I could never succeed in intelligibly doing so. But I know it when I see it, and the motion picture involved in this case is not that.*" Now while I am not suggesting there is a relationship between hard core pornography and classic cars; the rationale of “I know it when I see it” for the inability to precisely define what is or isn’t something does seem to apply to both.

So after hearing from Elton’s owner, Seth, and Justice Stuart, is the XK8, now 25 years old, a classic car, modern or otherwise? I think it’s really up to you. It’s a Jaguar and that alone makes it special. It has timeless beauty and tons of smile inducing performance. If pressed I would have to answer Yes! After all, when it comes to what makes a car classic; I know it when I see it.

Enjoy Your Jaguar!

Paul T

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A Tale of Two Marques

By Bob "Where's Bob" De Lucia

I worked with somebody who had a brand-new TR4 in the day, so I always leaned towards going in that direction. The second car I owned was a black 1963 Mercedes 220S, three-speed on the column, so I also had leaned towards a luxury four-door sedan. With various company cars for 36 years, and smaller children, it took me awhile to finally purchase some British metal.



Finally, with the children getting older, and needing a 50th birthday present for myself, I purchased a Mallard Blue Triumph TR6 in 1999. After purchasing that car, I joined another British car club, one which many DVJC members also belong to, or have belonged to over the years, the Delaware Valley Triumph Club.



In the fall of 2008 I was happily rolling along with my sporty TR6 which I now had for many years but had in the back of my mind I was still looking to own a classic 4-door luxury-type car to also drive around in and attend car shows, an older Rolls Royce, Bentley, Mercedes or a Jaguar. So low and behold, a friend told me about a vehicle that was at a very local small car dealer (we are talking 5-6 cars at the most) in Lansdale, PA. I was familiar with the dealer as I passed by almost every morning on the way back from Starbucks.

There was an Oyster Jaguar XJ6 Vanden Plas with Doeskin interior there for sale! I thought I might as well take a "test drive" and check it out. It was a 1991 with less than 43,000 miles on it. An estate sale car, seldom driven

by "a little old woman" (sure it was!). So, I hopped in, took my test drive, called my wife Joyce and said, "Guess what I am driving in right now?!" It felt luxurious and comfortable, like sitting on a living room couch. It was a classic car I had to own! So, some minor haggling later, this \$55,000 when new (in 1991 dollars) eventually came home with me. It even went to the DVJC Concours d'Elegance at Oakbourne in 2009 and won a plate for 1st prize in its class!



At the time I had a before mentioned company car, and Joyce had a favorite basic Toyota Tacoma truck (really basic, roll-down windows, 3-speed stick on the column, as a new truck!). The XJ6 found a place in my garage next to the TR6. The Brits were happy.

A few years later, after a company buyout and retirement the company car disappeared. A Kia Sorrento SUV replaced that, with the truck as a trade-in (and we were given more than we paid for it originally, since the miles were so low!).

Anyway, about that time I was at the 2012 Cars and Motorcycles of England at Oakbourne Mansion. Taking some time to walk around while running the show for DVT, I walked over to the Jaguar XK8 and XKR area. I was looking at one genuinely nice titanium looking XKR with a stunning blue top. I mentioned to the owner standing there (a DVJC member I won't mention), "I always liked these." Before I could say another word he mentioned that it would be up for sale



A Tale of Two Marques (continued)

soon! Well, a "test drive" later, and some very minor haggling again, another Jaguar, \$85,000 when new (in 2000 dollars), joined the stable.

Sadly, the older XJ6 was kicked out to the driveway, and the XKR replaced it there. The XJ6 endured the brunt of many winters out on the driveway but there wasn't much choice. Eventually, as my other daily driver it was driven quite a bit. Typical of an older XJ6, it started to get a bit quirky with things. I could not lock the trunk or open it, I had to push the button in the glove compartment to get in. At one point once the back doors were locked, they would not open. Later all the locks went on me so it was always unlocked. The gas tank door would not open at one point, and another thing, and another thing. Since there were a zillion XJ6's out there, and they were not worth a lot anymore, I decided I did not want to put too much money into it. I had a lot of good years with it, and as a daily driver it had some good miles on it.

Finally, it was time to trade in the Kia as the miles on that had hit 6 figures and you didn't see many high-mileage Kias around. My wife stopped working and commuting via SEPTA to Philadelphia at the same time, so we needed another daily driver for her. Sadly, the old girl had to finally go. Not my wife, the XJ6! I did not want to deal with selling it privately with all the hassles and test drives, so it wound up being traded-in to a German auto dealership for amazingly very good price, quirks and all.

Just one Jaguar sits in the garage with a replacement red Triumph TR6. The Jaguar does get used a lot on various DVT Retiree Drives, occasional, DVJC events, and was on three different "America's British Reliability Runs", and out to various car shows.

And I lament every once in a while about the old XJ6.



The Haunted Straights of LeMans

By Gary Adam Feldman

This article was first written for the *Triumph Trundle*, the newsletter of the Delaware Valley Triumph Club, in November, 1988

I love driving on long tricky and twisty roads in one of my sports cars as fast as I can, if not faster. I am sure all of you as Triumph (Jaguar) lovers know a road with that one curve or two that makes you feel like you are at some exotic race track each time.

Well, this past June, I was on roads in Europe like the Autobahn that has no speed limit and is full of tricky and twisty curves. But there is one road in Europe that gave me the biggest thrill ever of my driving.

It was when I was looking for a hotel room late at night about 100 miles south-west of Paris. I was only doing about 35mph in a silver four door Ford (English built) Escort, and going straight. Not fast, not a turn, and not even in a sports car.

I then took notice of some strange guard rails that were three (or four) tiers high. There were a few French restaurants behind their view. The road was brand new black top with fresh paint to divide its three lanes. One in each direction and the center for passing. There were also shoulders on both sides big enough to park a truck safely. The road looked straight in front of me for miles with just a slight kink to the right.

Then suddenly I realized that there I was on the famed Mulsanne Straight of Le Mans. Ghosts of race cars were speeding by me. Some ghosts being drivers; all with the thought of winning and nev-

er hearing of losing or death. The latest ghost being of Jo Gartner (Allan Simonsen, since it was written). Other ghosts being great cars and drivers like the Jaguar D-Type with Mike Hawthorn, the Ford GT-40 of Bruce McLaren, the famed 240mph Porsche 917, the Matra-Simca of Graham Hill, and then the Porsche 956 of Jo Gartner. Oh, the ghosts, those who have done what others only dream about.

Then with the feeling of the eyes of the many spectators that lost their lives at Le Mans watching me, I made a hard right turn that is the Mulsanne curve at the end of the straight. Then on to Indianapolis. Markers for the turns every 100 meters. Then to Arnage, the slowest turn on the track. Then lights signal me off at the Porsche Curve and the thrill is over. My body moves on. In my mind I am thinking of the upcoming race day, but my spirit joins the ghost forever circling Le Mans.



Gary and his Jaguar at the 2015 DVJC Slalom.

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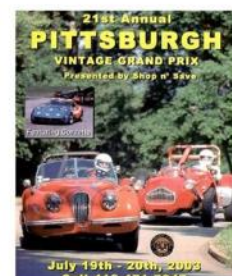
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A Tribute to Dad

By Rodney Welch

Picture a 1955 XK-140 FHC painted battleship grey ... the flat variety. She's on blocks, her wheels stored away in a nearby barn. The front bumper is gone and the driver's side front fender has suffered a nasty collision. It's 1973, her eighteenth birthday.

My Dad, Wesley, and his Uncle Earl both wanted the same car. Earl got it first followed by my Dad a few years later.



My Dad amazes me. He has this built-in ability to figure out how things work and if it's broken he will find a way to fix it. He has three brothers just like him. They grew up on a farm with all the opportunity for making broken mechanicals whole again. At 73 he still farms, does contracting work, and on-the-side lovingly cares for that '55 Jag he has restored over the last twenty years.

Our Jag was born on July 19th, 1955. She departed England in August of that year under the distributor ship of Hornburg Jaguar, Los Angeles. The time she spent from 55 to 73 involved some time in Mississippi then Indiana. Who and why someone covered her beautiful cream painted body with battleship grey remains a mysterious insult.

My Dad was in his twenties when he bought the Jag. He had two kids and more interests than he had time. His factory job paid good money, so he kept it, although making drive shafts for Dana Corporation wasn't his passion. My Dad is a restorer, inventor, jack-of-all-trades and master of many. He's the guy

who started restoring that '55 Jag back in '02 and didn't stop for the next eighteen years.

I was visiting my parents one summer afternoon when these words tumbled out of my mouth: "Dad, why don't we make it the summer of the Jag?" At that point she'd been stored in the same spot in the barn for sixteen years. Mice, moisture and time had done their worst. We walked to the barn, started a tractor and drug her into the light of day.

Every weekend that summer was spent disassembling the Jag all the way down to the frame. There were parts everywhere, but we were having fun. Nuts that seemed rust-welded in place came off. So did the rust, too often in my eye. Finally, we had taken the entire car apart and Dad had a plan for putting it all back together, or in the least the self-confidence to know he could figure it out when the time came.

The radiator went off for repair ... so did the gas tank. The frame went off to be sand blasted ... wire wheels went to a semi truck repair shop to be powder coated (\$20/rim) ... body panels were purchased where rust made repair impossible. Original nylon tires came in because who wants a radial tire ride? We disassembled and rebuilt the engine from the oil pan up with only one stuck cylinder putting up a fair fight.

As the frame and power train came together, we found ourselves riding what Muncie Imports called their first Jaguar dune buggy. We'd arrived one day for a tune-up much to the mechanics amusement.



A Tribute to Dad (continued)

One of the first times we took our dune buggy Jag out for a drive, we opted for a manual accelerator scheme where Dad had control of the wheel, clutch and brakes while I leaned forward to manually “give it the gas.” You know where this is going, the buggy lurched forward pushing both of us (and my 9 year old nephew sitting on my lap) back in our (thankfully) bolted down seats.

Soon we had the body mounted on a spit in preparation for paint. I wanted nothing to do with it. I knew I didn’t have the patience for body work. I prefer more immediate results. Maybe it’s a generational thing or maybe I’m lazy, but no matter how much I wanted that car done I also didn’t want to do body work. Thankfully, one of Dad’s perfectionist, workaholic brothers is incredible at car body repair. Did I mention that my Dad and his brothers amaze me?

The original cream paint is on hand, air ducts to pull the air are in place and plastic surrounds the body. Uncle Jerry works his magic late into the night, turning a multi-colored body into a masterpiece.

Sometime after the body was reunited to the frame, the chrome pieces that had already been refinished by a shop in Fort Wayne began to be bolted back in place. A new wiring harness was installed, and another brother made a perfect replica of the dash in his Louisville woodshop.

Finally, it was time for a second trip to the Muncie Imports shop. This time for a complete interior restoration, top to bottom. These craftsmen blew me away with their skills, attention to detail and expert knowledge of all things Jaguar.

When they finished, it was my Dad’s first opportunity to drive the Jag fully restored. Dad and I spoke by phone on his hour plus drive and it was obvious he was having a great time.

The car shows started in 2019. He’s racked up seven trophies/plaques in two years. People who have never seen an XK-140 seem to fall in love with it at every show. I think my Dad’s going to have to build a bigger trophy case sometime soon.



Welcome New Members

Jeffrey Miller & Theresa Villante
Phoenixville, PA

Gregory & Lynne Landrey
Wilmington, DE

Joseph & Cindy Zeidler
Schuylkill Haven, PA

John Larson
Chevy Chase, MD
(also a member of Nation’s Capital JOC)

News Flash! The Return of the XKE

By Richard Bartholomew

Editor's note: This article first appeared on the web site <https://velocetoday.com> on June 5, 2018. It is reprinted with permission from VeloceToday.com and from the author, Richard Bartholomew. Our thanks for being allowed to share this imaginative piece of humor with our readers. You may want to visit the web site for other interesting articles and photography.

News Flash! The Return of the XKE

June 5, 2018 By [pete](#)



Humor by Richard Bartholomew

May 31, 2018, Shanghai

An obscure Chinese company has captured the worldwide rights to all parts and spares for XKE Jaguars. Having achieved that, the company will produce new models using the original tooling and jigs, according to a press release from the Jusongai Motors of Shanghai last Tuesday. Calls were made to current Jaguar owner TATA Motors for confirmation, but this reporter was unable to verify the authenticity of the press release.



The announcement went on to say “Our models will compete on the world market with an old-world style that we could not gain without going back to a classic model with a rich historical record like the XKE Jaguar. We look forward to filling the roads of the world with a style and flair that has been sorely lacking in the world full of look-a-like car styling.

“We have also hired a few of the old workers and engineers who produced the original cars and moved them to our modern factory town in a suburb of Shanghai. These British employees will guide the process of construction following the old methods of assembly. Even natural items such as the leather will be made from animals with the same DNA family as the cows that were originally used to provide the leather to the Jaguars of the 1960s for maximum authenticity.”



These photos were provided with the press release but had no captions or further details. However, clearly both a two door and four door versions are planned for production. In addition, and inspired by the 1976 Tyrrell P34 Grand Prix car, is a six wheel version of the XKE convertible, still in the planning stages. The release also noted that power plants would be modern turbocharged four cylinders and hybrid electric systems, but no six or twelve-cylinder engines would be planned for the future!

News Flash! The Return of the XKE (continued)



It was also noted by astute observers of the Royal Wedding that the newlyweds had access to a mint Jaguar XKE convertible.

Looks like Jusomgai Motors missed out on a wonderful PR opportunity. Rumors have it, however, that the Bride-to-Be put her foot down on the pregnant-looking new coupe from Jusomgai.



Our thanks to Richard Bartholomew for his ideas, humor and art....

Using Member Forums to Help Members

By Tom Shaner

Last year I wrote an article explaining how to use **Member Forums**. I'm asking our members to help other members find resources and garages that you have used to keep your Jaguar on the road. Simply go to the **Member Forums** on the DVJC website and post what shop you used, for what type of Jaguar and the type of repair that was carried out. Please tell if you were pleased with the repairs (price?) and if you had been there before or would use them again. Use as much detail as you can. This is a benefit to our club members who sometimes have trouble finding decent garage services to service their Jaguars. I'm sure members will appreciate your posts.

If you have been doing any mechanical repairs and would like to elaborate please feel

free to post these as well. You can take pictures of what you have done for the post as well. Members are always interested in fixes and repairs you might have been doing. Since we can't be in person yet, we'd like to read your story.

The guide to **Using Member Forums** is on the following page.

Remember, you need to be logged in as a member on the web site to use this feature. The Delaware Valley Jaguar Club's web site is:

<https://delvaljaguarclub.com/>



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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JCNA Tool Loan Program

By Greg Morrison '93 XJR-S

Since purchasing my Jaguar six years ago, my fuel gauge has been unreliable. The gas pump would click off, but the gauge on the dash board read barely three quarters full. Of course, the car is purely a hobby car, so putting 10 gallons at a time in, running from “three quarters” to “one quarter” worked to keep me from ditching on the side of the road, but still...the thing should work. The first thing to determine is the electrical specifications for the fuel tank sender unit, which are stated clearly in the electrical diagram for the car. Knowing what I was now looking for, I had to get the fuel tank sender out of the fuel tank.







On the XJS, the fuel tank sender unit is held onto the fuel tank by a brass locking ring that has three protruding tines. It is recessed inside the bolt-on steel barrier that holds the fuel tank firmly, but makes it difficult to reach the locking ring in a clear straight line. Doing this job therefore involved a search of the various Jaguar forums on the internet, that invariably said to make certain that I was using a brass drift when hammering the locking ring off the tank; steel on steel may create sparks that are known to be somewhat incompatible with gasoline. Well, there's one other way...the factory shop manual states to use service tool 18G-1001. Oh great...where was I going to get one of those? Then I remembered the JCNA Tool Loan Program...it was worth at least looking into.

The JCNA website contains a tab for the Tool Loan Program at the left-bottom. Click on a catalog to identify the tool you are looking for, and under the “How the Tool Loan Program Works” is a listing of all the tools that are available for loan--a not inconsiderable number! Click on the “Tool Loan Order Form” and fill it out, then submit. Now comes the tough part--absolutely nothing happens. It's quite unnerving actually, but within two days I received a telephone call from Mr. George Camp who identified himself as a past-president of JCNA. At that

point, I gave my credit card information, as the Terms and Conditions stated I would have to do in order to pay for shipping and to provide a security deposit--there is no cost for rental. The tool was mailed to me promptly.

Upon using the special tool, it took less than a minute to turn out the locking ring without damaging the tines in any way. I verified that the sender resistance was correct at both full and empty levels, verified that the float was not fuel-logged (i.e., that it was floating exactly at mid-float), and using 1000 grit sand paper, polished all electrical contacts. Using the service tool, and a new gasket, I was able to turn-in the locking ring tightly, again with no damage whatever to the tines. Then off to the gas station to fill, making certain that there was no leak and that the gauge now read correctly. Ah...complete success, devoid of frustration, Lucas-language, or broken parts.

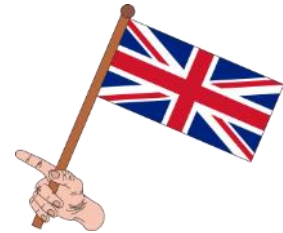
There's no reason whatever for we Jaguar hobbyists to be ‘putting screws in with hammers.’ “The right tool for the right job.” Our club makes it both easy and inexpensive.

ILLUSTRATION	JAGUAR PARTS CATALOG NO.	MODEL	DESCRIPTION
	18G-47	All	Multi-Purpose Hand Press
	18G-134	All	Driver Handle
	18G-284	All	Slide Hammer
	18G-284/A-B-H	All 3.4, 3.6, 4.0, 4.2	Rear Hub Pulser Bearing Extractor
	18G-4712	All Ser. 10, 10.5	Pressure Test Adapter — C/L
	18G-1001	All 3.4, 3.6, 4.0, 4.2, 10.5	Fuel Tank Lock Ring Removal

Page from the Tool Loan Program showing the tool Greg needed.



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

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

What ignited your interest in the Jaguar marque?
Unique driving experiences in your Jaguar.
Holiday or special occasions involving your Jaguar.
Restoration efforts, successes, challenges.
Maintenance tips or experiences.
Recipes related to the marque.
Your biography to introduce yourself to the club.
Just about any interesting anecdote you think would interest readers.

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

How to submit a response

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



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DVJC on Instagram

By Tony Tinari

Let's face it. This is the age of social media. Love it or loathe it, or perhaps some of both, it's not going anywhere except to become more ubiquitous every day. So, intrepid car enthusiasts, we need to step up.

If you are one of those rugged individualists who has refused to surrender a flip phone, well we salute your nostalgia for quaint devices. For the other 99.9 % of you, whether from the tribe of Apple or Android, we highly recommend that you download the free Instagram application and join the digital merry-making. To that end, DVJC has now entered this brave new world and established an Instagram presence. We would be pleased to have you join the ranks of followers of the account known as #Delaware_Valley_Jaguar_Club. (Spaces come out as underscores in the language of Instagram.)

This is accomplished most easily by asking any member of the Millennial generation, or younger, to whom you may happen to be related or who lives in your neck of the woods, to set you up on Instagram with your own account. Alternatively, you can navigate your own way through the rather intuitive App, once downloaded. Seriously, there is no doubt that anyone who has ever contended with the mechanical eccentricities of British automobiles can figure this out!

Once you're set up, find our DVJC account using the search function (the little magnifying glass icon) and then hit the blue button that says "Follow." You'll recognize us by the club logo in the account profile. Ba da bing, ba da boom. That's it, You're in!

As I write this, we have 11 followers (some early adopters and, embarrassingly, all of the Millennials who helped me set this up) and about half a dozen posts. This is probably my favorite social media venue. It's like viewing a photo album for subject matter you already know you're going to be interest-

ed in. You can comment if you wish, or not, or hit that heart shaped button (please) for stuff that you like. On Instagram, our community is not limited merely to members of DVJC, but open to the public. In that sense, we are hopeful this will become a useful member recruitment tool. We shall also use the account as a means of communication of club events and announcements, in addition to our existing email blasts and the monthly *Jaguar's Purr* newsletter.

In addition to requesting your enlistment as a DVJC Instagram account "Follower", we would also like to solicit your proposed content for our Instagram posts. This could be everything from those glamour shots of your prized auto, to car events past or present, to your dog sitting in the driver's seat begging for a ride (Think I'm kidding? Just see the accompanying screenshot of our Christmas Eve post.) Those photos for consideration can most efficiently be sent via text to my mobile phone (215-850-1500). Please be certain to include your name and a photo description so we can give credit appropriately. And, of course, failing an adequate response to this plaintive request for content, you will all become sick of seeing pictures of my own cars.



We are also including a "hashtag" (#) identifier (or several) at the end of our posts to link to other relevant Jaguar Instagram content, e.g., posts from Jaguar Clubs of North America, or those relating to the specific model of the vehicle pictured. These links are remarkably interesting to click on; for example, #etype has over 189,000 posts, some of which are from accounts with over 5,000 posts and hundreds of followers.

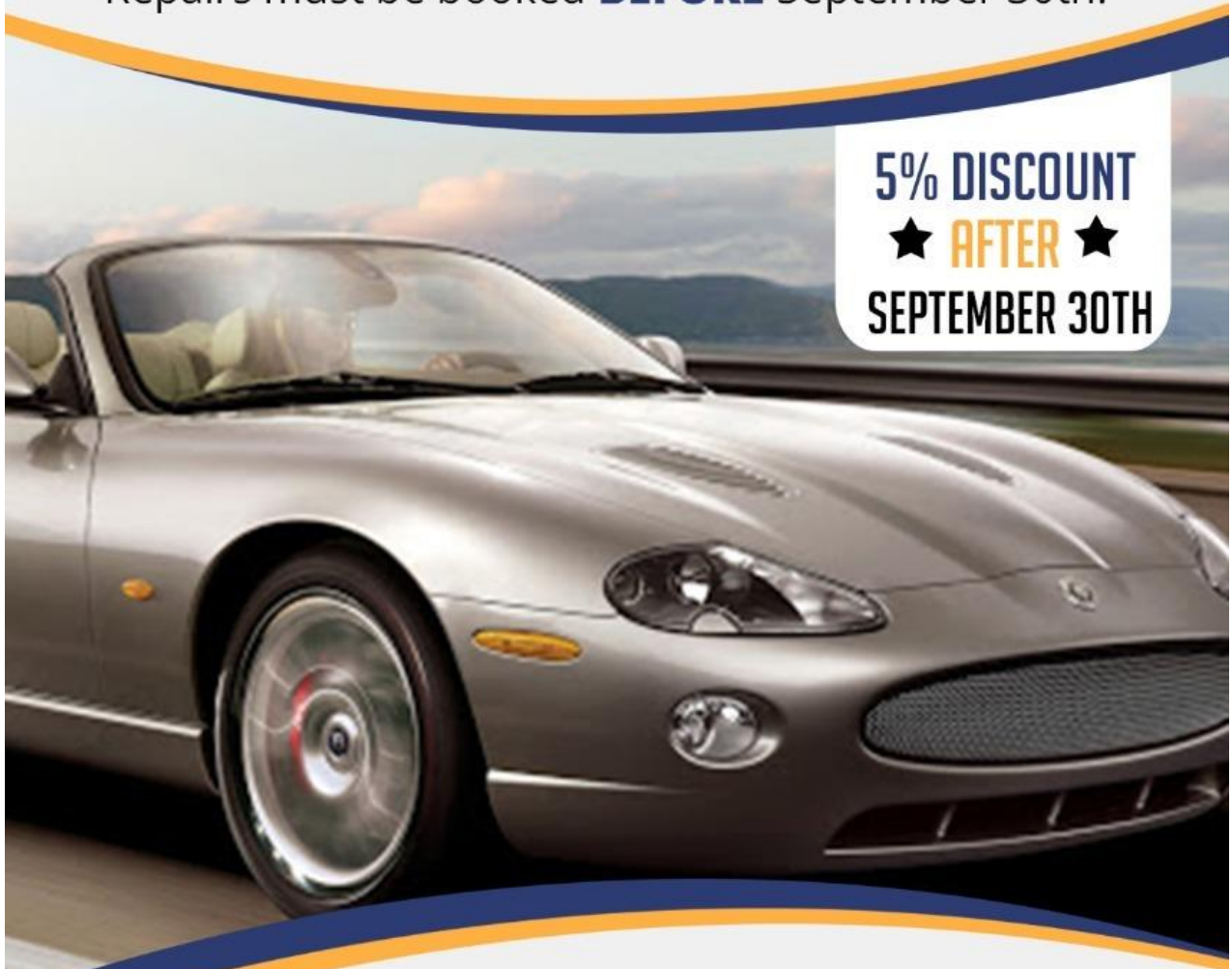
So, thanks for considering this, and we look forward to welcoming you soon to the cohort of DVJC Instagram followers.

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Important Update About Classified Ads

Classified advertisements placed in *The Jaguar's Purr* now also appear on the DVJC web site at no additional cost. To see the current ads please go to the DVJC web site at :

<https://delvaljaguarclub.com/>

and go to the DVJC Marketplace tab. This service is another advantage of your DVJC membership or, for non-members, of advertising in our newsletter.

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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:** _____

Annual Dues:

Full Members – New and renewal (Dues for new members joining after October 31 applied to the following year.) \$65.00

New Members joining between July 1 and October 31 \$45.00

Youth Enthusiast \$25.00

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Mail to: Jim Sjoeren, 920 Ivycroft Road, Wayne, PA 19087

Jaguars Owned				
Year	Model	Body Type	Color	Memo

Emergency Contact Information

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Last First M.I.

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Primary Phone: _____ Relationship: _____

Direct questions to: membership@delvaljaguarclub.com.



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Jaguars at the Jersey Shore

Room Availability is “Tight” – Reserve Now!

February 2, 2021



Take a leisurely trip through the resort towns of south Jersey [On the Way to Cape May](#) with a stop for a picnic lunch at Alex and Teri Giacobetti's home in Avalon. We are planning a mix of group events with plenty of free time to explore, shop or relax on the beach. Many people must have the same idea because there are only about twelve rooms that remain open for the dates of our trip, Tuesday September 28 through Thursday September 30.

The organized events in our tentative schedule are “open air.”

- Tuesday 9/28
 - Meet – Starbucks, Somers Point, NJ.
 - Gimmick rally to Giacobetti's for picnic.
 - Casual drive to hotel in Cape May.
 - Balance of day and evening– “on your own.”
- Wednesday 9/29
 - Wine tour and tasting.
 - Group or individual lunch - TBD
 - Afternoon “on your own.”
 - Group dinner – Crab House at Two Mile Landing, Wildwood Crest.
- Thursday 9/30
 - Group breakfast or lunch – McGlade's on the Pier.

Reservations can be made at the [Montreal Beach Resort on their website](#) or by phone – 609-884-7011. Phone reservations can be made between 9 AM and 4 PM Monday to Friday.

Check the [DVJC website for additional information](#).

Everyone, regardless of whether you make a new reservation or have rescheduled your room from 2020, please email me (bill.beible@gmail.com) so I can make a complete list of participants. Members with local homes who plan to join with us again this year, please advise me, too.

Sorry for the short notice but rooms are going fast. Don't miss out!

Thank you,

Bill Beible



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